

The Intercolonial Railway was part of the original pact between the provinces, the Union Act, 1867, Sec. 145, reading: "Inasmuch as the provinces of Canada, Nova Scotia and New Brunswick have joined in a declaration that the construction of the Intercolonial Railway is essential to the consolidation of the union of British North America, and to the assent thereto of Nova Scotia and New Brunswick, and have consequently agreed that provision should be made for its immediate construction by the Government of Canada; therefore, in order to give effect to that agreement, it shall be the duty of the Government and Parliament of Canada to provide for the commencement, within six months after the Union, of a railway connecting the River St. Lawrence with the City of Halifax, in Nova Scotia, and for the construction thereof without intermission, and the completion thereof with all practicable speed."

For memo. of principal events connected with the Intercolonial, see paragraph 356.

The total mileage of the Intercolonial system, on 30th June, 1894, was 1,174½ miles of operated road, including the Windsor branch (32 miles.)

The Intercolonial touches six Atlantic ports, viz., Pointe du Chene, Pictou, Halifax, Sydney and North Sydney.

The following are the through distances:—

	Miles.
Lévis (opposite Quebec) via St. Joseph and St. Charles Junction (14 miles) to Halifax	675
Lévis to St. John	578
Lévis via Truro to Sydney	827
" " North Sydney	820

The Prince Edward Island Railway was first opened for traffic on the 12th May, 1875.

1198. The following statement shows the financial position of each road on the 30th June, 1894:—

FINANCIAL POSITION OF GOVERNMENT RAILWAYS IN CANADA, 1894.

—	Capital Paid up.	Earnings.	Expenses.	Profits.	Loss.	Percentage of Expenses to Earnings.
	§	§	§	§	§	p. c.
Intercolonial	55,352,741	2,987,510	2,981,672	5,838	.....	99·8
*Windsor Branch .....	.....	32,975	17,645	15,330	.....	53·5
P. E. Island.....	3,750,565	153,534	226,891	.....	68,357	143·1
Total	59,103,306	3,179,019	3,226,208	21,168	47,189	101·4

*Maintained only.

The expenses exceeded the receipts by \$47,189, being \$21,065 more than the excess of expenditure in 1893.