

The following table shows the total cost and cost per mile, both actual and theoretical, of some of the principal railroads in Canada in 1895:—

ACTUAL AND THEORETICAL COST OF PRINCIPAL RAILWAYS IN
CANADA, 1895.

| RAILWAYS. | Number of Miles. | THEORETICAL COST. | | ACTUAL COST. | |
|--------------------------------------|------------------------|-------------------|--------------|--------------|--------------|
| | | Total. | Per Mile. | Total. | Per Mile. |
| | | \$ | \$ | \$ | \$ |
| Calgary and Edmonton | 295 | 1,028,260 | 3,486 | 6,458,940 | 21,895 |
| *Canada Atlantic | 159 | 5,837,780 | 36,716 | 7,736,355 | 48,656 |
| Canada Southern | 381 | 40,285,080 | 105,735 | 35,439,266 | 93,016 |
| Canadian Pacific System | 6,161 | 179,122,730 | 29,073 | 309,535,732 | 50,241 |
| Central Ontario | 104 | 847,000 | 8,144 | 3,170,000 | 30,481 |
| Erie & Huron | 77 | 1,050,670 | 13,645 | 1,331,922 | 17,298 |
| Esquimaux & Nanaimo | 78 | 1,119,540 | 14,353 | 3,134,078 | 17,076 |
| Grand Trunk System | 3,162 | 160,912,070 | 50,889 | 335,645,007 | 106,150 |
| Intercolonial | 1,136 | 29,407,180 | 25,886 | 55,007,939 | 48,422 |
| Kingston & Pembroke | 113 | 1,228,170 | 10,868 | 5,994,613 | 53,050 |
| †Manitoba & North-western | 250 | 2,240,350 | 8,962 | 10,078,174 | 40,312 |
| Northern Pacific & Manitoba . . . | 266 | 1,995,250 | 7,501 | 7,542,250 | 28,354 |
| Pontiac & Pacific Junction | 71 | 334,570 | 4,712 | 1,019,578 | 14,360 |
| Prince Edward Island | 211 | 1,496,550 | 7,092 | 3,750,565 | 17,775 |
| Quebec Central | 154 | 3,301,240 | 21,436 | 9,258,288 | 60,119 |
| Quebec & Lake St. John | 242 | 1,987,380 | 8,212 | 11,585,152 | 47,872 |
| Shore Line | 82 | 275,250 | 3,356 | 1,517,000 | 18,500 |
| Montreal & Atlantic | 201 | 4,521,380 | 22,494 | 6,096,989 | 30,333 |
| ‡Dominion Atlantic | 220 | 4,230,170 | 19,228 | 7,541,512 | 34,279 |
| Total | 13,363 | 441,220,620 | 33,018 | 821,843,360 | 61,501 |

*Central Counties included.

†Saskatchewan and Western included.

‡Windsor & Annapolis, Cornwallis Valley and Annapolis Valley.

There is, it will be seen, only one railway in the above list, the actual cost of which has been less than the theoretical cost, viz., the Canada Southern. The expenditure on the construction and equipment of the Grand Trunk system has been heavier than that on any other road, the original outlay on the main line having been very excessive and the actual cost being over double the theoretical cost. On the same basis of comparison, however, it would appear that the Calgary & Edmonton Railway has been the most expensive to build, for while its theoretical cost should have been \$3,486 per mile its actual cost was no less than \$21,895 per mile.