

On the 1st of March, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169·81 miles to the operation of the Government line, its length being 1,314 miles instead of 1,145.

The following statement shows the financial position of each road on the 30th June, 1898 :—

—	Capital paid up.	Earnings.	Expenses.	Profits.	Loss.	Percentage of Expenses to Earnings.
	\$	\$	\$	\$	\$	
Intercolonial .....	55,668,914	3,117,670	3,327,649	.....	209,979	106·7
Windsor Branch.....	.....	37,227	18,182	19,045	.....	48·8
P. E. Island .....	3,768,107	158,950	231,418	.....	72,468	145·6
Total.....	59,437,021	3,313,847	3,577,249	.....	263,402	107·9

The following table gives the amount expended on Government railways for construction and rolling stock, the working expenses and the revenue received, the first item being the amount expended prior to Confederation :—

YEAR.	Construction and Rolling Stock.	Working Expenses.	Revenue Received.	Excess. — E.—Expenditure; R.—Revenue.
	\$	\$	\$	\$
Before Confederation.....	13,881,461	.....	.....	.....
1868.....	483,354	359,961	420,753	R. 60,792
1869.....	282,615	387,548	455,023	R. 67,475
1870.....	1,729,381	445,209	471,245	R. 26,036
1871.....	2,916,782	442,993	565,714	R. 122,721
1872.....	5,131,142	595,076	622,901	R. 27,825
1873.....	5,201,451	1,011,893	703,458	E. 308,435
1874.....	3,614,899	1,847,925	893,430	E. 954,495
1875.....	3,472,186	1,581,934	886,087	E. 695,847
1876.....	1,150,868	1,374,073	996,138	E. 377,935
1877.....	1,518,352	1,890,269	1,235,110	E. 605,159
1878.....	415,369	2,032,873	1,514,846	E. 518,027
1879.....	266,769	2,233,496	1,419,956	E. 813,540
1880.....	2,064,554	1,772,597	1,634,161	E. 138,436
1881.....	608,733	1,983,476	1,908,988	E. 74,488
1882.....	585,971	2,309,231	2,237,583	E. 71,648
1883.....	1,673,819	2,651,040	2,541,205	E. 109,835
1884.....	2,820,353	2,635,676	2,551,938	E. 83,738
1885.....	1,274,376	2,749,711	2,624,243	E. 125,468
1886.....	635,421	2,819,973	2,629,336	E. 190,637
1887.....	907,673	3,152,650	2,840,748	E. 311,902
1888.....	1,713,086	3,621,077	3,166,253	E. 454,824
1889.....	2,623,141	3,513,064	3,167,543	E. 345,521
1890.....	2,351,787	3,846,044	3,203,874	E. 642,170
1891.....	1,022,382	3,949,264	3,181,888	E. 767,376
1892.....	351,214	3,748,598	3,136,394	E. 612,204
1893.....	299,081	3,288,630	3,262,506	E. 26,124

\* Not including amounts expended on C.P.R. and Montreal and European Short Line railways.