

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 | 1,285,110 | 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.