

ACTUAL AND THEORETICAL COST OF PRINCIPAL RAILWAYS IN CANADA, 1891.

NAME OF RAILWAY.	Number of Miles.	THEORETICAL COST.		ACTUAL COST.	
		Total.	Per Mile.	Total.	Per Mile.
		\$	\$	\$	\$
Alberta Railway and Coal Co.	174	2,901,150	16,673	4,997,729	28,723
Canada Atlantic	138	5,588,320	40,495	6,746,224	48,886
Canada Southern	379	44,089,640	116,331	28,592,606	75,442
Canadian Pacific system	5,537	186,721,740	33,723	279,194,062	50,423
Central Ontario	104	879,260	8,454	1,511,941	14,538
Erie and Huron	76	1,040,280	13,688	1,282,000	16,868
Esquimalt and Nanaimo	78	1,214,400	15,569	2,987,846	38,305
Grand Trunk system	3,143	174,238,600	55,437	318,466,700	101,325
†Intercolonial	1,142	29,773,950	26,071	54,274,591	47,526
Kingston and Pembroke	113	1,834,770	16,236	4,064,956	35,973
*Manitoba and North-Western	250	2,320,960	9,283	4,089,301	16,357
Northern Pacific and Manitoba	263	2,090,560	7,949	5,490,500	20,876
Pontiac and Pacific Junction	71	400,950	5,647	900,828	12,688
Prince Edward Island	211	1,742,580	8,259	3,741,781	17,734
Quebec Central	154	2,755,080	17,890	8,627,882	56,025
Quebec and Lake St. John	204	1,526,330	7,482	10,292,649	50,454
Shore Line	82	337,110	4,111	520,000	6,341
South-Eastern system	260	5,875,950	22,600	8,445,509	32,483
†Windsor and Annapolis	116	2,775,140	23,924	3,974,873	34,266
Total	12,495	468,106,770	37,463	748,201,978	59,880

‡ Eastern Extension and Cape Breton included. * Saskatchewan and Western included. † Windsor Junction included.

827. There is now, it will be seen, only one railway in the above list, the actual cost of which has been less than the theoretical cost, and that is the Canada Southern. The expenditure on the construction and equipment of the Grand Trunk system has been heavier than on any other road, the original outlay on the main line having been very excessive, and the actual cost being very nearly double the theoretical cost. On the same basis of comparison, however, it would appear that the Quebec and Lake St. John Railway has been the most expensive to build, for while its theoretical cost should have been \$7,482 per mile, its actual cost was no less than \$50,454 per mile. The actual cost per mile of all the other lines in the table has been 37 per cent in excess of the theoretical cost.

828. The total average cost per completed mile of the railways in Canada has been \$55,809, which, it will be seen from the following table, compares favourably with the figures for some principal countries :—

Most expensive roads.

Cost of railway construction in principal countries.