

268. These figures show that there was a total excess of expenses over earnings on all the lines of \$125,467, the Windsor Branch being the only one that returned any profit. Considerable improvements were made on the Intercolonial Railway, and charged to working expenses, which might have been charged to capital account, and the uncontrollable expenditure was very heavy, no less than \$76,000 being expended for the clearance of snow.

269. The next table is a comparative statement of the traffic returns from Government railways for the years ended 30th June, 1884 and 1885. The figures under 1884, for the Eastern Extension Railway, are for the whole twelve months, but as only for the last five months and twenty-three days was the road under Government control, no proper comparison can be made between the two years.

TRAFFIC Returns of Government Railways for Years ended 30th June, 1884 and 1885.

Railway.	Miles in Operation.		Capital paid up.		Number of Passengers.		Tons of Freight.
	1884.	1885.	1884.	1885.	1884.	1885.	1884.
			\$	\$			
Intercolonial.....	847	861	42,582,231	43,627,594	920,870	914,785	1,001,163
*Windsor Branch.....	32	32	.....	.....	.....	.....	.....
Eastern Extension.....	80	80	1,901,474	1,901,474	31,317	42,443	16,250
Prince Edward Island....	198	212	3,654,356	3,731,312	50,388	130,423	44,700
Total.....	1,157	1,185	48,138,061	49,260,380	1,002,575	1,087,651	1,062,113

Railway.	Tons of Freight.	Distance Travelled.		Receipts.		Working Expenses.	
	1885.	1884.	1885.	1884.	1885.	1884.	1885.
				\$	\$	\$	\$
Intercolonial.....	970,069	3,653,961	3,992,506	2,353,647	2,368,153	2,344,579	2,441,477
*Windsor Branch.....	.....	.....	.....	23,018	24,451	22,140	18,752
Eastern Extension.....	19,867	78,001	80,037	75,988	73,050	71,146	78,273
Prince Edward Island....	57,346	238,130	249,878	144,504	158,588	236,428	211,207
Total.....	1,047,282	3,970,092	4,322,421	2,597,157	2,624,242	2,674,293	2,749,709

*Maintained only; traffic is included with Windsor and Annapolis Railway Company.