

from the Nova Scotia mines is, with a view to developing that industry, carried by the Intercolonial Railway at almost an actual loss. The difficulty also of keeping the track of the Intercolonial free from snow during the winter will always be the source of an expense, to which other roads are not liable in the same degree.

Sources of receipts and expenditure.

417. The following table gives the principal sources of receipts and expenditure on the most important railroads as well as the earnings and expenses per mile. Owing to the absence of details in the cases of one or two small roads, a difference will be found in the total earnings, as compared with the totals of the principal sources, of \$46,216, and in a similar way in the expenditure of \$10,514.

SUMMARY STATEMENT OF EARNINGS ON CANADIAN RAILWAYS, 1887.

RAILWAYS.	EARNINGS FROM			Total.	Earnings per Mile.
	Passenger Traffic.	Freight Traffic.	Mails, Express and other sources		
	\$	\$	\$	\$	\$
Canada Atlantic.....	96,238	219,504	24,867	340,609	2,661
Canada Southern.....	1,069,643	3,113,379	146,876	4,329,898	11,961
Canadian Pacific system.....	3,367,801	6,284,852	997,601	10,650,254	2,492
Grand Trunk Ry. system.....	4,971,505	10,445,537	632,147	16,049,189	6,177
Intercolonial.....	792,679	1,657,696	145,635	2,596,010	2,950
New Brunswick system.....	243,887	428,540	64,773	737,200	1,776
Northern and North-Western	446,089	930,841	76,941	1,453,871	2,949
South-Eastern system.	147,440	226,349	39,820	413,609	1,591
Other Lines.....	732,255	1,274,349	218,490	2,271,310	995
Total	11,867,597	24,581,047	2,347,150	38,642,010	3,322