

ative to the Government. For instance, the coal 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.

Windsor Branch.

407. The Windsor Branch is owned and maintained by the Government, but it is operated by the Windsor and Annapolis Railway, who pay one-third of the gross earnings to the Government. The Government's share is generally sufficient to cover the cost of maintenance, and during 1888 the profits amounted to \$513. The road runs from Halifax to Windsor, a distance of 32 miles.

Intercolonial railway.

408. The main line of the Intercolonial Railway runs from Point Lévis, Quebec, to Halifax, a distance of 688 miles, and in connection with the Canadian Pacific Railway now forms part of the through route between the Atlantic and Pacific Oceans. The extensions consist of 206 miles, making a total length of 894 miles.

Traffic on the Intercolonial Railway 1878-1888.

409. The following are figures of the traffic during the past 11 years:—

TRAFFIC ON THE INTERCOLONIAL RAILWAY, 1878-1888.

YEAR.	Earnings.	Freight.	Passengers.
	\$	Tons.	No.
1878.....	1,378,947	522,710	618,957
1879.....	1,292,100	510,861	640,101
1880.....	1,506,298	561,924	581,483
1881.....	1,760,394	725,577	631,245
1882.....	2,079,262	838,956	779,994
1883.....	2,370,921	970,961	878,600
1884.....	2,353,647	1,001,163	920,870
1885.....	2,368,154	970,069	914,785
1886.....	2,383,201	1,008,545	889,864
1887.....	2,596,010	1,131,334	940,144
1888.....	2,912,784	1,275,995	996,194