

It will be seen that the traffic has increased very considerably, the figures for 1888 being in all cases the largest during the period, yet the financial results continue to be unsatisfactory, partly owing to the heavy expenses each winter necessarily incurred in keeping the line open, and partly to the extremely low rate at which coal is carried from Nova Scotia into Quebec and Ontario, as well as to the number of improvements that have been charged to working expenses. The quantity of coal carried has increased very rapidly, from 570 tons in 1879 to 192,022 tons in 1887, but it is carried at so low a rate as to be unremunerative to the railway.

410. The train mileage was 4,939,253, an increase of 426,654 Train miles, and the expenses per mile of railway were \$3,723, an increase of \$457 per mile. Train mileage and expenses per mile.

411. The Eastern Extension Railway is 80 miles in length and extends from New Glasgow to Port Mulgrave on the Strait of Canso, and connects with Cape Breton by means of a ferry. It is worked by the officers of the Intercolonial Railway. There was a decrease both in freight and passenger receipts, and the expenditure for renewals of bridges, &c., was very heavy. Expenditure for these purposes may be expected to be costly for the next few years. Eastern Extension Railway.

412. The Prince Edward Island Railway runs the whole length of the island, a distance of $154\frac{1}{2}$ miles, and including extensions, has a total length of $210\frac{1}{2}$ miles. There was an increase both in the passenger and freight traffic during 1888. In proportion to its cost, the traffic on this road is very light, and it will probably be several years before the earnings equal the expenditure. Prince Edward Island Railway.

413. A line of railway between the Oxford station, on the Intercolonial, and Brown's Point on the Pictou Town Branch, Oxford and New Glasgow railway.