

QUANTITIES OF THE CHIEF ARTICLES OF FREIGHT CARRIED ON
THE INTERCOLONIAL RAILWAY, 1888 AND 1889.

ARTICLES.		1888.	1889.	Increase or Decrease.
Flour.....	Brls.	845,750	927,014	+81,264
Grain.....	Bush.	1,211,540	1,519,862	+308,322
Lumber.....	Feet.	196,444,819	197,545,777	+1,100,958
Live stock.....	No.	90,439	77,661	-12,778
Miscellaneous.....	Tons.	909,487	814,993	-94,494

Coal
carried.

566. The quantity of coal carried was 173,732 tons, being a decrease of 18,290 tons.

Receipts
and ex-
penses per
mile.

567. The receipts per mile were \$3,238, as compared with \$3,258 in 1888, and the freight carried per mile amounted to 1,347 tons, as against 1,427 tons in 1888. The expenses per mile were \$3,528, being a decrease of \$195 per mile, and the train mileage was 4,591,087, a decrease of 348,166.

Canadian
Pacific
Short
Line.

568. On the 3rd June, 1889, the Canadian Pacific Railway Company opened their Short Line from Montreal, *via* Mattawamkeag, through the State of Maine to St. John, N.B., reducing the distance between that port and Montreal to 480 miles. It is extremely probable that a portion of the business of the Maritime Provinces with the West will in future take this route, reducing proportionately the traffic on the Intercolonial.

Windsor
Branch.

569. 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 1889 the profits amounted to \$7,516. The road runs from Halifax to Windsor, a distance of 32 miles.

Eastern
Extension
Railway.

570. 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 re-