

that the Intercolonial Railway was built from national considerations, and for the advancement of public convenience, and depends largely upon through traffic, since it runs through districts sparsely settled, which will require considerable time for development; while it will probably be many years before the travel on the Prince Edward Island Railway, which was built for the convenience of the inhabitants of the island, will be sufficient to cover expenses; and the other being, that while every effort is made to secure economy and profit, the public interests are first considered, and many things are done which, while advantageous to the public, are, to say the least, unremunerative to the Government, as, 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.

599. 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 a through route between the Atlantic and Pacific Oceans. The extension consists of 206 miles, making a total length of 894 miles.

600. The following are figures of the traffic during the past 13 years:—

Intercolonial railway.

Traffic on the Intercolonial, 1878-1890.