

mile were \$3,894, being a decrease of \$366 per mile, and the train mileage was 4,929,770, an increase of 338,683 miles.

604. 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. As was anticipated, this route takes a portion of the business of the Maritime Provinces with the West; particularly the through passengers, and the traffic on the Intercolonial has been proportionately reduced. Canadian Pacific Short line.

605. The Windsor Branch is owned and maintained by the Government, but 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 1890 the profits amounted to \$11,180. The road runs from Windsor to Windsor Junction, a distance of 32 miles. Windsor Branch.

606. 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 an improvement both in earnings and working expenses, the road for the first time since its purchase by the Government showing an excess of receipts over expenditure. The excess amounted to \$5,556. Eastern Extension Railway.

607. The Prince Edward Island Railway runs the whole length of the Island, a distance of 154½ miles, and including extensions, has a total length of 211 miles. There was a decrease in receipts from passenger traffic during 1890 of \$5,231, and in receipts from freight of \$5,931 caused by a general falling off in the volume of traffic. 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.