

1203. The following table gives the expenditures by subdivisions and the proportion of each class to the total expenditure:—

## EXPENSES—AVERAGE OF FIVE YEARS.

| YEAR.         | Maintenance.    |           | Working and Repairs. |           | Operating Expenses. |           |
|---------------|-----------------|-----------|----------------------|-----------|---------------------|-----------|
|               | Yearly Average. | Per cent. | Yearly Average.      | Per cent. | Yearly Average.     | Per cent. |
|               | \$              |           | \$                   |           | \$                  |           |
| 1876-80 ..... | 658,245         | 35·0      | 740,709              | 39·6      | 469,444             | 25·4      |
| 1881-85 ..... | 642,463         | 25·9      | 1,062,970            | 43·1      | 759,420             | 31·0      |
| 1886-90 ..... | 955,707         | 28·3      | 1,587,426            | 47·0      | 838,931             | 24·7      |
| 1891 .....    | 1,098,481       | 27·8      | 1,936,376            | 49·0      | 914,406             | 23·2      |
| 1892 .....    | 1,173,270       | 31·3      | 1,686,023            | 45·0      | 889,304             | 23·7      |
| 1893 .....    | 876,351         | 26·6      | 1,555,824            | 47·3      | 856,455             | 26·1      |
| 1894 .....    | 774,183         | 24·0      | 1,594,074            | 49·4      | 857,951             | 26·6      |

1204. Taking the Intercolonial Railway by itself, analysis supplies the following tables:—

EARNINGS ON INTERCOLONIAL RAILWAY, 1868-1894.  
(Windsor Branch included.)

| YEAR.       | **Miles. | EARNINGS.                       |                  |                   |                |            |
|-------------|----------|---------------------------------|------------------|-------------------|----------------|------------|
|             |          | Passenger <sup>*</sup> Traffic. | Freight Traffic. | Mail and Express. | Other Sources. | Total.     |
|             |          | \$                              | \$               | \$                | \$             | \$         |
| 1868 .....  |          |                                 |                  |                   |                | 420,753    |
| 1869 .....  |          |                                 |                  |                   |                | 455,023    |
| 1870 .....  |          |                                 |                  |                   |                | 471,245    |
| 1871 .....  |          |                                 |                  |                   |                | 565,713    |
| 1872 .....  |          |                                 |                  |                   |                | 622,901    |
| 1873 .....  |          |                                 |                  |                   |                | 703,458    |
| 1874 .....  | 339      |                                 |                  |                   |                | 893,430    |
| 1875 .....  | 454      |                                 |                  |                   |                | 861,593    |
| †1876 ..... | 638½     | 370,520                         | 456,751          | 51,807            |                | 878,078    |
| 1877 .....  | 714      | 460,368                         | 607,565          | 86,512            |                | 1,154,445  |
| 1878 .....  | 714      | 475,257                         | 801,705          | 101,985           |                | 1,378,947  |
| 1879 .....  | 714      | 451,894                         | 753,490          | 88,715            |                | 1,294,099  |
| 1880 .....  | 840      | 495,186                         | 924,090          | 101,034           |                | 1,520,310  |
| 1881 .....  | 840      | 552,180                         | 1,127,063        | 102,367           |                | *1,781,610 |
| 1882 .....  | 840      | 659,162                         | 1,315,723        | 118,888           | 6,543          | 2,100,316  |
| 1883 .....  | 840      | 750,013                         | 1,502,736        | 132,902           | 9,384          | 2,395,035  |
| 1884 .....  | 847      | 768,171                         | 1,465,473        | 132,014           | 11,008         | 2,376,666  |
| 1885 .....  | 861      | 717,796                         | 1,532,150        | 142,659           |                | 2,392,605  |
| 1886 .....  | 866      | 737,052                         | 1,515,651        | 154,155           |                | 2,406,858  |
| 1887 .....  | 880      | 800,645                         | 1,673,905        | 146,787           |                | 2,621,337  |
| 1888 .....  | §894     | 853,618                         | 1,924,664        | 159,055           |                | 2,937,337  |
| 1889 .....  | §894     | 876,749                         | 1,900,006        | 146,981           |                | 2,923,736  |
| 1890 .....  | §894     | 865,163                         | 1,945,568        | 147,512           |                | 2,958,243  |
| 1891 .....  | †1,154   | 973,063                         | 1,872,967        | 161,600           |                | 3,007,630  |
| 1892 .....  | †1,154   | 973,616                         | 1,823,695        | 181,640           |                | 2,978,951  |
| 1893 .....  | †1,154   | 1,014,432                       | 1,890,469        | 194,914           |                | 3,099,815  |
| 1894 .....  | †1,154   | 971,399                         | 1,853,466        | 195,621           |                | 3,020,486  |

\* Includes \$3,754 over credit in 1880 on Windsor Branch. † Including Northern Division. ‡ Including 13 miles sidings. § Including 3 miles sidings. \*\* Windsor Branch (32) miles not included in mileage, but included in other columns.