

EXPENDITURE ON INTERCOLONIAL RAILWAY, 1868-1894.

(Windsor Branch included.)

YEAR.	Buildings and Maintenance.	EXPENDITURE.			Total.
		Working and repairing Engines.	Working and repairing Cars.	General operating Expenses.	
	\$	\$	\$	\$	\$
1868.....					359,961
1869.....					387,548
1870.....					445,209
1871.....					442,993
1872.....					595,076
1873.....					1,011,893
1874.....					1,847,175
1875.....					1,532,589
1876.....	489,676	260,660	116,175	292,632	†1,159,143
1877.....	584,281	442,895	207,819	426,679	1,661,674
1878.....	641,114	537,815	199,325	447,813	1,826,067
1879.....	778,527	558,344	233,800	461,412	¶12,032,083
1880.....	390,084	550,574	218,949	450,339	*1,609,946
1881.....	400,815	586,999	247,243	528,051	1,780,353
1882.....	483,904	684,191	282,980	629,517	2,080,592
1883.....	603,140	767,063	254,251	759,023	2,383,477
1884.....	579,128	757,162	263,436	766,993	2,366,719
1885.....	672,164	732,267	278,516	777,283	2,460,230
1886.....	624,331	819,604	391,689	672,849	2,508,473
1887.....	808,094	887,626	442,352	716,086	2,854,158
1888.....	835,265	1,135,325	518,889	803,045	\$3,300,481
1889.....	810,534	1,107,338	448,694	808,218	3,174,784
1890.....	1,017,596	1,144,373	516,155	787,801	‡3,500,456
1891.....	984,236	1,281,800	571,980	853,268	3,691,274
1892.....	1,027,450	1,148,199	452,683	830,559	3,458,891
1893.....	780,038	1,054,488	423,686	803,996	3,062,208
1894.....	674,403	1,081,788	421,831	821,295	2,999,317

*Including car mileage, 1,990 in 1880. † Including Northern Division. ‡ Including car mileage, \$34,531 in 1890. § Including car mileage, \$7,957 in 1888. || Including car mileage, \$17,245 in 1881. ¶ Including car mileage, \$21,900 in 1879.

Comparing these figures with the general average of all the railways of Canada, the result is:—

	Per cent.
General average, buildings and maintenance	20·8
Intercolonial	22·5
General average, working and repairing engines.....	32·4
Intercolonial	36·0
General average	8·8
Intercolonial	14·1
General average, general operating expenses	38·0
Intercolonial	27·4

The general operating expenses of the Intercolonial are therefore nearly one-third less than those of the average of all the railways of Canada; maintenance of lines and buildings on the Intercolonial calls for a larger proportion than the average of all the railways; the working and repairing of engines and cars require more on the Intercolonial than the average expenditure on that account. The proportions of the Canada Southern are: Maintenance of line and buildings, 15·8 per cent; working and repairing of