engines, 28·4 per cent ; of cars, 8·0 per cent ; and general operating expenses, 47·8 per cent.   The proportions of the Canadian Pacific are : 22 per cent, 30·9 per cent, 6·7 per cent, and 40·4 per cent ; and of the Grand Trunk : 17·3, 34·9, 10·5 and 37·3 per cent respectively.

The following table presents these facts in a form easy of comparison :—

1894.	General Average.	Canada Southern.	Canadian Pacific.	Grand Trunk.	Inter-colonial.
Buildings and maintenance........	20·8	15·8	22·0	17·3	22·5
Working and repairing engines....	32·4	28·4	30·9	34·9	36·0
" " cars	8·8	8·0	6·7	10·5	14·1
General operating expenses...	38·0	47·8	40·4	37·3	27·4

1205. The following table relates to the Intercolonial Railway :—

YEAR.	Gross earnings per mile of line.	Operating expenses per mile of line.	Locomotives per 100 miles of line.	EARNINGS.	
				Per cent of Passenger to total earnings.	Per cent of Freight to total earnings.
	$ cts.	$ cts.			
1877.....................	1,757 00	1,505 00	14	39·9	52·8
1878...........	1,931 30	1,659 60	15	34·4	58·1
1879.....................	1,812 46	1,755 68	16	34·9	58·2
1880..	1,819 90	1,452 22	13	32·6	60·7
1881..... ... ··	2,113 80	1,641 12	14	31·0	63·2
1882.....................	2,500 00	1,900 80	15	31·4	62·6
1883..	2,851 23	2,120 00	16	31·3	62·7
1884..........	2,806 00	2,122 43	18	32·3	61·7
1885.....	2,781 20	2,076 73	18	30·0	64·0
1886....................	2,779 28	2,175 68	18	30·6	62·9
1887...........	2,978 80	2,325 07	18	30·6	63·8
1888....................	3,296 67	2,766 80	18	28·7	64·7
1889....	3,281 41	2,653 48	19	30·0	64·9
1890....................	3,320 12	2,786 50	19	29·2	65·7
1891..	2,635 90	2,372 51	18	30·3	62·3
1892...........	2,610 82	2,131 00	18	32·7	61·2
1893..	2,716 70	2,000 15	18	32·7	61·0
1894..................	2,617 40	2,014 66	18	32·1	61·3

In 1879 there were 2,928 railway employees on the 714 miles of the Intercolonial Railway, and in 1893 there were 3,724 (including 124 employees in the general offices) employees on the 1,122 miles of the railway operated by the Government.   In 1879 the staff required was equal to 410 employees for every 100 miles of line ; in 1894 it was 332 employees for every 100 miles of line.   In the United States the average number is 479 employees for each 100 miles of line.   In the group of States comprising Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut, the number of employees is 716 per 100 miles of line.   These figures show that the Intercolonial is now at the minimum cost for operating force.   The average number of locomotives required for each 100 miles of the Intercolonial is 18.   In the United States it is 19, while in the eastern group mentioned above it is 28.