

INTERCOLONIAL RAILWAY.

THE PRINCIPAL ARTICLES CARRIED, THE QUANTITIES AND PERCENTAGE TO TOTAL FREIGHT CARRIED.

YEAR.	Coal.		Grain.		Per cent.		Flour.		Per cent.		Lumber.		Per cent.		Live Stock.		Per cent.		Manu- factures.		Per cent.		All others.		Per cent.		Totals.				
	Tons.	Per cent.	Tons.	Per cent.	Per cent.	Per cent.	Tons.	Per cent.	Per cent.	Per cent.	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.			
1877	103,420	24.5	5,109	1.2	25,471	6.0	72,620	17.2	6,371	1.5	43,308	10.2	165,028	39.4	421,327																
1878	97,043	18.5	5,988	1.1	63,777	12.2	70,758	13.5	7,162	1.4	140,868	26.9	137,124	26.3	522,710																
1879	112,532	22.0	5,492	1.6	63,033	12.3	69,533	13.5	8,454	1.5	132,727	25.8	119,090	23.4	510,861																
1880	136,466	24.3	5,929	1.1	52,515	9.3	69,328	12.5	11,886	2.1	158,383	28.1	127,407	22.6	561,924																
1881	184,607	25.5	11,202	1.2	67,231	9.3	91,052	11.8	11,798	1.6	168,910	23.3	190,337	26.3	725,577																
1882	248,158	29.6	10,572	1.2	69,209	8.2	98,749	11.8	12,865	1.5	238,769	23.5	180,934	19.2	898,956																
1883	262,423	27.1	24,212	2.5	98,381	10.2	130,792	13.4	12,988	1.3	278,842	28.7	163,352	16.8	970,961																
1884	293,562	29.3	13,200	1.3	81,564	8.2	163,901	16.3	12,575	1.3	233,592	23.3	202,769	20.3	1,001,163																
1885	349,004	35.9	15,610	1.6	90,710	9.3	171,734	17.7	13,980	1.4	212,868	21.9	116,163	12.2	970,069																
1886	407,552	40.4	17,877	1.8	73,909	7.3	145,316	14.4	12,123	1.2	225,588	22.3	126,180	12.6	1,008,545																
1887	453,585	40.1	21,993	1.9	75,348	6.7	201,460	17.8	12,233	1.1	240,567	21.9	126,148	11.2	1,131,334																
1888	529,659	41.5	23,645	1.8	84,575	6.6	245,551	19.2	12,737	1.0	278,893	21.9	100,345	8.0	1,275,905																
1889	526,487	43.7	38,656	3.2	92,701	7.7	246,932	20.5	11,508	0.9	252,398	20.9	86,108	8.1	1,204,790																
1890	556,546	41.1	53,580	4.0	104,419	8.1	262,380	19.4	10,999	0.8	319,601	23.6	40,892	3.0	1,353,417																
1891	498,038	38.1	61,048	4.7	101,312	7.7	230,172	17.6	12,278	0.9	303,197	23.3	98,479	7.7	1,304,534																
1892	433,806	34.3	79,040	6.2	95,401	7.5	219,343	17.3	12,156	0.9	309,328	24.5	115,501	9.3	1,264,575																
1893	543,296	39.1	31,934	2.3	85,691	6.2	226,514	16.3	12,757	0.9	342,400	24.7	145,488	10.5	1,388,080																
1894	478,691	25.7	28,681	2.1	94,496	7.0	250,635	18.6	12,404	0.9	331,635	24.7	146,168	11.0	1,342,716																
1895	385,200	30.2	19,088	1.5	93,835	7.2	252,809	19.9	11,351	0.9	311,864	24.6	193,669	16.0	1,267,816																
* Eastern Extension.																															
1884			77		2,996		2,468		786		2,925		6,897		16,149																
1885			86		2,208		1,562		815		3,082		11,932		19,867																
1886			128		2,203		1,558		875		2,536		7,943		15,243																
1887			37		1,042		932		1,216		3,553		4,906		11,686																
1888			352		2,609		2,649		1,663		1,974		3,561		12,828																
1889			143		2,149		2,453		1,260		2,709		5,373		14,087																
1890			341		2,186		1,928		1,462		1,350		8,125		16,402																

* After 1890 the Eastern Extension was amalgamated with the Intercolonial Railway.