

The following table gives the revenue and expenditure of the Eastern Extension Railway from 1885 to 1890:—

# REVENUE AND EXPENDITURE OF EASTERN EXTENSION RAILWAY.

## RECEIPTS.

YEAR.	Miles.	Passenger Traffic.	Freight Traffic.	Mails and Express.	Other Sources.	Total.
	No.	\$	\$	\$	\$	\$
1885.....	80	6,318	67,188	893	.....	74,399
1886.....	80	36,952	22,237	7,234	468	66,893
1887.....	80	35,650	20,276	7,644	537	64,107
1888.....	80	38,406	24,036	7,748	362	70,552
1889.....	80	39,076	26,733	6,627	.....	72,437
1890.....	80	40,300	37,720	6,290	349	84,659

## EXPENDITURE.

YEAR.	Miles.	Maintenance and Buildings.	WORKING AND REPAIRS.		General Operating Expenses.	Total.
			Engines.	Cars.		
	No.	\$	\$	\$	\$	\$
1885.....	80	25,086	18,622	4,182	30,334	78,274
1886.....	80	48,312	16,795	3,470	26,179	94,756
1887.....	80	51,312	14,933	4,325	23,684	94,254
1888.....	80	43,845	17,356	6,037	23,716	90,955
1889.....	80	38,231	20,176	6,323	25,939	90,719
1890.....	80	23,165	21,158	6,336	28,444	79,103

During the fiscal year 1891 by special Act 54 Vic., Chap. 50, the Eastern Extension Railway was embodied in the Intercolonial system.

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 more than sufficient to cover the cost of maintenance, and during 1897 the profits amounted to \$29,782. The road runs from Windsor to Windsor Junction, a distance of 32 miles.