

INTERCOLONIAL RAILWAY.

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

Year.	Coal.	Per Cent.	(Grain.	Per Cent.	Flour.	Per Cent.	Lumber.	Per Cent.	Live Stock.	Per Cent.	Manu- factures.	Per Cent.	All others.	Per Cent.	Total.
	Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.
1880	136,466	24.3	5,929	1.1	52,515	9.3	69,328	12.5	11,896	2.1	158,383	28.1	127,407	22.6	561,924
1881	184,607	25.5	11,202	1.5	67,231	9.3	91,052	12.5	11,738	1.6	168,910	23.3	190,837	26.3	725,577
1882	248,158	29.6	10,572	1.2	68,269	8.2	98,749	11.8	12,865	1.5	238,769	28.5	160,634	19.2	838,956
1883	262,423	27.1	24,212	2.5	98,381	10.2	130,792	13.4	12,958	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	12,875	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	1,007,069
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	21.2	126,148	11.2	1,131,884
1888	529,569	41.5	23,645	1.8	84,575	6.6	245,551	19.2	12,737	1.0	278,893	21.9	100,845	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	36,108	3.1	1,204,790
1890	556,546	41.1	53,580	4.0	109,419	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	24.6	146,168	11.0	1,342,710
1895	385,200	30.2	19,088	1.5	93,835	7.2	282,809	19.9	11,351	0.9	311,864	24.6	193,669	15.7	1,267,816
1896	432,513	31.3	19,728	1.4	82,209	6.0	282,965	20.5	9,007	0.7	345,829	25.1	207,367	15.0	1,379,618
1897	383,362	29.6	19,315	1.5	84,770	6.5	304,194	22.5	11,578	0.9	313,818	24.3	178,991	13.8	1,296,028
1898	369,949	25.8	27,615	1.9	98,740	6.9	317,617	22.1	14,451	1.0	319,608	23.2	286,596	20.0	1,434,576
1899	494,206	28.2	52,661	3.0	115,725	6.6	383,193	21.9	18,438	1.0	399,527	22.8	287,011	16.4	1,750,761
1900	603,209	28.0	54,958	2.6	123,407	5.7	474,188	22.0	5,214	0.2	500,024	23.6	383,128	17.9	2,151,202
1901	506,590	24.0	77,518	3.7	129,210	6.1	496,073	23.5	15,079	0.7	450,118	21.3	436,721	20.7	2,111,810
1902	571,214	23.9	65,627	2.7	131,170	5.5	544,253	22.8	17,983	0.7	531,180	22.3	525,289	22.1	2,385,816
1903	750,076	26.9	69,963	2.5	152,154	5.5	617,996	22.1	31,472	1.1	590,526	21.1	578,550	20.8	2,790,737
* Eastern Extension.															
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1884			77		2,996		2,468		786		2,925		6,897		16,149
1885			88		2,888		1,662		815		3,082		11,332		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		3,581		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		15,402

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