

The following table gives the expenditures by subdivisions and the proportion of each class to the total expenditure:—

EXPENSES—AVERAGE OF FIVE YEARS AND FOR THE YEARS 1901-1904.

Year.	MAINTENANCE.		WORKING AND REPAIRS.		OPERATING EXPENSES.	
	Yearly Average.	Per cent.	Yearly Average.	Per cent.	Yearly Average.	Per cent.
1876-80.....	\$ 658,245	35·0	\$ 740,709	39·6	\$ 469,444	25·4
1881-85.....	642,463	25·9	1,062,970	43·1	759,420	31·0
1886-90.....	955,707	28·3	1,587,426	47·0	838,931	24·7
1891-95.....	943,478	27·1	1,658,809	47·6	880,141	25·3
1896-1900.....	902,858	25·1	1,603,780	45·7	1,115,275	29·1
1901.....	1,247,477	21·8	2,807,420	49·1	1,667,292	29·1
1902.....	1,254,972	21·5	2,755,346	47·1	1,834,405	31·4
1903.....	1,467,702	22·7	3,112,964	48·2	1,875,625	29·1
1904.....	1,595,500	21·1	3,601,460	47·5	2,378,717	31·4

Taking the Intercolonial Railway by itself, analysis supplies the following tables:—

EARNINGS OF INTERCOLONIAL RAILWAY, 1868-1904.
(Windsor Branch included.)

Year.	† Miles. No.	EARNINGS.				
		Passenger Traffic. \$	Freight Traffic. \$	Mail and Express. \$	Other Sources. \$	Total. \$
1868.....						420,753
1869.....						455,023
1870.....						471,245
1871.....						565,713
1872.....						622,901
1873.....						703,458
1874.....	339					893,430
1875.....	454					861,593
1876*.....	638½	370,520	456,751	51,807		878,078
1877.....	714	460,368	607,565	86,512		1,154,445
1878.....	714	475,257	801,705	101,985		1,378,947
1879.....	714	451,894	753,490	88,715		1,294,099
1880.....	840	495,186	924,090	101,034		1,520,310
1881.....	840	552,180	1,127,063	102,367		1,781,610
1882.....	840	659,162	1,315,723	118,888	6,543	2,100,316
1883.....	840	750,013	1,502,736	132,902	9,384	2,395,035
1884.....	847	768,171	1,465,473	132,014	11,008	2,376,666
1885.....	861	717,796	1,532,150	142,659		2,392,605
1886.....	866	737,052	1,515,651	154,155		2,406,858
1887.....	880	800,645	1,673,905	146,787		2,621,337
1888.....	‡894	853,618	1,924,664	159,055		2,937,337
1889.....	‡894	876,749	1,900,006	146,981		2,923,736
1890.....	‡894	865,163	1,945,568	147,512		2,958,243
1891.....	1,142	973,063	1,872,967	161,600		3,007,630
1892.....	1,142	973,616	1,823,695	181,640		2,978,951
1893.....	1,142	1,014,432	1,890,469	194,914		3,099,815
1894.....	1,142	971,399	1,853,466	195,621		3,020,486
1895.....	1,142	977,496	1,806,957	195,343		2,979,796
1896.....	1,150	984,305	1,811,341	198,556		2,994,202
1897.....	1,150	992,384	1,713,123	201,124		2,906,631
1898.....	1,145	1,069,030	1,878,650	207,217		3,154,897
1899 ^a	1,301	1,183,121	2,373,750	223,934		3,780,805
1900 ^a	1,301	1,420,474	2,942,986	223,476	12,486	4,599,422
1901 ^a	1,302	1,624,002	3,157,285	245,211		5,019,498
1902 ^a	1,302	1,787,094	3,676,813	257,083		5,720,990
1903 ^a	1,310	1,942,664	4,154,917	269,304		6,366,885
1904 ^a	1,310	2,021,568	4,041,122	262,554	13,987	6,335,231

* Including Northern Division. † Windsor Branch (32 miles) not included in mileage, but included in other columns. ‡ Including 3 miles of sidings. || Includes \$3,754 over-credit in 1880 on Windsor Branch. ^a Including Drummond County.