

CHEMIN DE FER INTERCOLONIAL.
PRINCIPALES MARCHANDISES TRANSPORTÉES, QUANTITÉS ET MOYENNES POUR CENT À L'ENSEMBLE.

ANNÉE.	Houille.	Pour 100.	Grams.	Pour 100.	Farine.	Pour 100.	Bois.	Pour 100.	Res-tiaux.	Pour 100.	Objets manu-facturés.	Pour 100.	Tous autres.	Pour 100.	Totaux.
	Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.
1877.	108,420	24.5	5,169	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	5,968	1.1	63,777	12.2	70,758	13.5	7,162	1.4	140,858	26.9	137,124	26.4	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	23.3	510,861
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	158,910	23.3	190,837	26.3	726,577
1882.	248,158	29.6	10,572	1.2	69,209	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	96,381	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	12,575	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	225,584	22.3	126,180	12.6	1,008,515
1887.	453,585	40.1	21,993	1.9	75,348	6.7	201,460	17.8	12,253	1.1	240,567	21.2	126,148	11.2	1,131,334
1888.	529,659	41.5	28,645	1.8	84,575	6.6	245,551	19.2	12,737	1.0	278,893	21.4	100,845	8.0	1,275,905
1889.	526,487	43.7	38,656	3.2	92,701	7.7	246,932	20.6	11,508	0.9	252,398	20.9	36,108	3.1	1,204,790
1890.	556,546	41.1	53,580	4.0	104,419	8.1	262,380	19.4	10,999	0.8	319,001	23.6	40,892	3.0	1,353,417
1891.	498,038	38.1	61,048	4.7	101,312	7.7	230,172	11.6	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	1,264,375
1893.	543,296	39.1	31,984	2.3	85,691	6.2	226,514	16.3	12,757	0.9	342,400	24.7	145,488	10.5	1,388,090
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	1,342,710
1895.	385,200	25.7	19,088	1.5	93,835	7.2	232,809	19.9	11,351	0.9	311,664	24.6	193,669	15.7	1,267,816
1896.	432,513	31.3	19,728	1.4	82,209	6.0	262,965	20.5	9,007	0.7	345,829	25.1	207,367	15.0	1,379,618
1897.	383,302	29.6	19,315	1.5	84,770	6.5	304,194	23.5	11,573	0.9	313,818	24.2	178,991	13.8	1,296,028
1898.			77		2,996		2,468		786		2,925		6,897		16,149
1899.			88		2,888		1,662		815		3,082		11,332		19,867
1900.			126		2,203		1,558		875		2,536		7,943		15,243
1901.			37		1,042		932		1,216		3,553		4,906		11,686
1902.			352		2,609		2,649		1,663		1,974		3,581		12,828
1903.			143		2,149		2,453		1,260		2,799		5,373		14,067
1904.			341		2,186		1,923		1,462		1,850		8,125		15,402

* Après 1890, le Prolongement-est et l'Intercolonial ne forment qu'une même voie.

* Prolonge-
ment-est.