

ative to the Government. For instance, the coal from the Nova Scotia mines is, with a view to developing that industry, carried by the Intercolonial Railway at almost an actual loss, and it is partly to the reduction in the quantity of coal carried during the year that the decrease in excess of expenditure is attributed. The difficulty also of keeping the track of the Intercolonial free from snow during the winter will always be the source of an expense to which other roads are not liable in the same degree.

563. The main line of the Intercolonial Railway runs from Point Lévis, Quebec, to Halifax, a distance of 688 miles, and in connection with the Canadian Pacific Railway now forms part of the through route between the Atlantic and Pacific Oceans. The extensions consist of 206 miles, making a total length of 894 miles.

564. The following are figures of the traffic during the past 12 years :—

TRAFFIC ON THE INTERCOLONIAL RAILWAY, 1878-1889.

YEAR.	Earnings.	Freight.	Passengers.
	£	Tons.	No.
1878.....	1,378,947	522,710	618,957
1879.....	1,292,100	510,861	640,101
1880.....	1,506,298	561,924	581,483
1881.....	1,760,394	725,577	631,245
1882.....	2,079,262	838,956	779,994
1883.....	2,370,921	970,961	873,600
1884.....	2,353,647	1,001,163	920,870
1885.....	2,368,154	970,069	914,785
1886.....	2,383,201	1,008,545	889,864
1887.....	2,596,010	1,131,334	940,144
1888.....	2,912,784	1,273,995	996,194
1889.....	2,895,364	1,204,790	1,091,189

565. There was an increase in 1889 as compared with 1888 in the number of passengers of 94,995, but a decrease in the receipts of \$17,420 and of 71,205 tons in the quantity of freight, the falling off in which was principally in general merchandise, as shown by the following figures :—

Chief articles of freight carried, 1888 and 1889.