

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

ANNÉE.	Houille.		Grains.		Farine.		Bois.		Pour 100.		Bes-tiaux.		Pour 100.		Objets manu-factures.		Pour 100.		Tous autres.		Pour 100.		Total.	
	Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.		Tonnes.	
1878.	97,043	18.5	5,988	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	69,333	13.5	8,454	1.5	132,727	25.8	119,000	23.3	510,861									
1880.	136,466	24.3	5,923	1.1	52,515	9.3	69,328	12.5	11,895	2.1	138,883	28.1	127,407	22.6	541,924									
1881.	184,607	25.5	11,202	1.5	67,231	9.3	91,738	12.5	13,738	1.6	168,910	28.3	190,837	26.3	725,577									
1882.	248,158	29.6	10,572	1.2	69,209	8.2	98,749	11.8	12,865	1.5	238,769	23.5	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	81,364	8.2	163,991	16.3	12,575	1.3	232,592	23.3	202,769	20.3	1,001,163									
1885.	349,004	35.9	15,610	1.6	96,710	9.3	171,734	17.7	13,980	1.4	219,868	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	12,121	1.2	225,588	22.3	126,180	12.6	1,068,545									
1887.	453,585	40.1	21,993	1.9	75,348	6.7	201,460	19.3	12,233	1.1	240,567	21.2	126,148	11.2	1,131,334									
1888.	529,659	41.5	23,645	1.8	84,575	6.6	245,551	19.3	12,737	1.0	278,893	21.9	169,845	8.0	1,275,965									
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	1,204,730									
1890.	536,546	41.1	53,580	4.0	109,419	8.1	252,380	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	12,737	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	24.7	146,168	11.0	1,342,710									
1895.	385,200	30.2	19,088	1.5	93,835	7.2	252,809	19.9	11,351	0.9	311,864	24.6	193,669	15.7	1,267,816									
1896.	482,513	31.3	19,088	1.4	82,209	6.0	282,965	20.5	9,007	0.7	315,829	25.1	207,367	15.0	1,379,618									
1897.	383,362	29.6	19,315	1.5	84,770	6.5	304,194	23.5	11,578	0.9	313,818	24.2	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	22.3	283,596	20.0	1,434,575									
1899.	494,206	28.2	52,661	3.0	113,735	6.6	383,193	21.9	18,438	1.0	399,527	22.8	287,011	16.4	1,750,761									
* Prolongement-est.																								
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									

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