

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

Année.	Houille	Pour 100.	Grain.	Pour 100.	Fleur.	Pour 100.	Bois.	Pour 100.	Bestiaux.	Pour 100.	Objets manufacturés.	Pour 100.	Tous autres.	Pour 100.	Total.
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	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	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	12,575	1.3	233,592	23.3	202,769	20.3	1,001,163
1885	349,004	35.9	15,510	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	12,233	1.2	240,557	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	12,253	1.1	240,557	21.2	136,148	11.2	1,131,334
1888	529,659	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	33,656	3.2	92,701	7.7	246,932	20.5	11,968	0.8	252,398	20.9	36,108	3.1	1,204,790
1890	556,546	41.1	53,580	4.0	103,419	8.1	262,380	19.4	10,999	0.8	319,601	23.6	40,892	3.0	1,353,417
1891	498,088	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	543,236	39.1	31,934	2.3	85,691	6.2	226,514	16.3	12,757	0.9	342,490	24.7	145,488	10.5	1,368,080
1894	478,691	25.7	28,081	2.1	94,496	7.0	250,635	18.6	11,851	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	252,800	19.9	11,851	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	363,362	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	23.1	14,451	1.0	319,608	22.3	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	507,024	23.6	383,128	17.9	2,151,202
1901	506,590	24.0	77,518	3.7	129,210	6.1	496,074	23.5	15,079	0.7	450,118	21.6	436,721	20.7	2,111,310
1902	571,214	23.9	65,627	2.7	131,170	5.5	544,253	22.8	17,083	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
* 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	..	1,874	..	3,581	..	12,828
1889	..	..	143	..	2,149	..	2,453	..	1,280	..	2,709	..	5,373	..	14,087
1890	..	..	341	..	2,182	..	1,928	..	1,462	..	1,350	..	8,125	..	15,402

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