

CHEMINS DE FER.

TABLEAU CXLIII. Statistique des chemins de fer à vapeur 1875-1911.

Année terminée le 30 juin.	Longueur en exploitation milles.	Millage de convois.	Nombre de passagers.	Tonnes de marchandises.	Recettes brutes.	Frais d'exploitation.	Rapport des recettes aux dépenses.
					\$	\$	
1875.....	4,856	17,680,168	5,190,416	5,670,836	19,470,539	15,775,532	81' 02
1876.....	5,157	18,103,628	5,544,814	6,331,757	19,358,085	15,802,721	81' 68
1877.....	5,574	19,450,813	6,073,233	6,859,796	18,742,053	15,290,091	81' 58
1878.....	6,143	19,669,447	6,443,924	7,883,472	20,520,078	16,100,102	78' 46
1879.....	6,484	20,731,689	6,523,816	8,348,810	19,925,066	16,188,102	81' 24
1880.....	6,891	22,427,449	6,462,948	9,938,858	23,561,447	16,840,705	71' 47
1881.....	7,260	27,301,306	6,943,671	12,065,323	27,987,509	20,121,418	71' 89
1882.....	7,530	27,846,411	9,352,335	13,575,787	29,027,790	22,390,709	77' 13
1883.....	8,726	30,072,910	9,579,948	13,266,255	33,244,585	24,691,667	74' 27
1884.....	9,575	29,758,676	9,982,358	13,712,269	33,421,705	25,595,341	76' 58
1885.....	10,150	30,623,689	9,672,599	14,659,271	32,227,469	24,015,351	74' 51
1886.....	10,697	30,481,088	9,861,024	15,670,460	33,889,382	24,177,582	72' 49
1887.....	11,691	33,638,748	10,698,638	16,356,335	38,842,010	27,624,683	71' 12
1888.....	12,163	37,391,206	11,416,791	17,173,759	42,159,153	30,652,048	72' 70
1889.....	12,628	38,819,380	12,151,051	17,928,626	42,149,615	31,038,045	73' 63
1890.....	13,256	41,849,329	12,821,262	20,787,469	46,843,826	32,913,350	70' 26
1891.....	14,009	43,399,178	13,222,568	21,753,021	48,192,099	34,960,449	72' 56
1892.....	14,588	44,448,468	13,533,414	22,189,923	51,685,768	36,488,228	70' 60
1893.....	15,020	44,385,953	13,618,027	22,003,599	52,042,397	36,616,033	70' 36
1894.....	15,613	43,573,837	14,983,620	20,721,116	49,487,965	35,166,262	71' 06
1895.....	15,941	40,418,324	12,520,585	21,524,421	46,655,883	32,678,035	70' 04
1896.....	16,214	43,940,155	13,059,023	21,248,294	50,374,295	34,893,337	69' 27
1897.....	16,437	44,447,977	13,742,454	25,230,470	52,109,518	34,949,432	68' 38
1898.....	16,584	48,627,453	14,766,859	28,699,997	59,359,930	38,909,877	65' 55
1899.....	17,115	50,086,993	15,451,082	31,068,159	61,831,325	40,468,361	65' 45
1900.....	17,481	52,647,684	17,122,193	35,764,970	70,231,979	47,405,596	67' 50
1901.....	18,140	53,349,394	18,385,722	36,999,371	72,898,749	50,368,726	69' 06
1902.....	18,714	55,729,856	20,679,974	42,376,527	83,666,503	57,343,592	68' 54
1903.....	18,988	60,382,920	22,148,742	47,373,417	96,064,527	67,481,524	70' 25
1904.....	19,431	61,312,002	23,640,765	48,097,519	100,219,436	74,563,162	74' 40
1905.....	20,487	65,934,114	25,288,723	50,893,957	106,467,198	79,977,573	75' 12
1906.....	21,429	72,723,482	27,989,782	57,966,713	125,322,865	87,129,434	69' 52
1907.....	22,446	75,115,765	32,137,319	63,866,135	146,738,214	103,748,672	70' 70
1908.....	22,966	78,637,526	34,044,992	63,071,167	146,918,314	107,304,143	73' 04
1909.....	24,104	79,662,216	32,683,309	66,842,258	145,056,336	104,600,084	72' 11
1910.....	24,731	85,409,241	35,894,575	74,482,866	173,956,217	120,405,440	69' 22
1911.....	25,400	89,716,533	37,097,718	75,884,282	188,733,494	131,034,785	69' 43