

No. of passengers carried	756,232	No. of tons of freight carried.....	489,494
“ “ “ one mile.....	56,813,982	“ “ “ “ one mile.....	65,349,312
Receipts from do.....	\$1,535,476	Receipts from do.....	\$1,625,651

Number of persons employed in working the line, 2,359; killed by accidents, 13; injured, 13.

2. *The Grand Trunk Railway.*—If the Great Western was originally built to carry western traffic to the Atlantic at New York, the Grand Trunk Railway was built for the opposite purpose of carrying it as far as possible through Canada, and delivering it at the sea board at Montreal, Quebec, Portland, or if necessary, even Boston. The accommodation and development of the local traffic of Canada was also a leading idea of the projectors of this line, which, without derogating from the credit due to the originators of the Great Western, must be called pre-eminently, the Canadian Railway. It is to be regretted, that at the building of the Grand Trunk, the Great Western was not amalgamated with it, as was at first intended, and made its western section. The misunderstanding which then occurred has had grievous consequences—the railways which should have been friends have always been rivals, to the detriment of their shareholders, and thus ultimately to that of the Province as well. The Grand Trunk owns a branch railway from Detroit to Port Huron, opposite Sarnia, so that it competes at Detroit with other lines for the traffic of the West. It has fine ferry steamers at Sarnia, and an unbroken line from this place to River du Loup, below Quebec, on the St. Lawrence, and to Portland, on the Atlantic. The line crosses the St. Lawrence at Montreal by means of the Victoria Bridge, and bifurcates at Richmond. The Grand Trunk has recently acquired control over the Buffalo and Lake Huron Railway, from Goderich to Buffalo, where it has ferry boats connecting with the New York railways. Also of the Montreal and Champlain Railway, which gives it an alternative route to Boston and New York. It has branches from St. Mary's to London, and from Arthabaska to Doucet's Landing, opposite Three Rivers.

The total receipts, since January, 1864, has been as follows:—

	1864.	1865.	1866.	1867.		1864.	1865.	1866.	1867.
	\$	\$	\$	\$		\$	\$	\$	\$
Jany....	401,557	408,833	431,076	432,615	July....	431,929	466,731	500,308	441,752
Feb'y....	398,379	410,573	441,409	427,287	August..	418,231	482,541	502,474	600,799
March....	472,406	472,946	613,257	620,163	Sept....	618,598	747,600	716,720	.....
April....	572,132	663,017	535,457	539,056	October..	495,026	601,020	609,371	.....
May....	424,826	496,160	468 37	444,242	Nov....	472,805	584,426	586,631	.....
June....	570,901	605,867	593,154	580,241	Dec.....	587,924	646,473	641,053	.....
Tl. ½ yrs	2 840,201	3,057,402	3,082,653	3,043,604		3,024,513	3,528,791	3,556,607	.....

The statement of the cost, equipment, &c., of the Grand Trunk, for the year ending December 31st, 1866, is as follows:—

Cost of road and equipment, exclusive of the leased lines.....	\$84,235,398	Road open for traffic—miles.....	1,377
Do. Atlantic and St. Lawrence....	5,978,908	Length of track, including double track, sidings, &c.....	1,514
Do. Buffalo and Lake Huron Road	8,000,780	No. of engines owned.....	298
Do. Montreal & Champlain Railway	2,417,688	“ 1st class cars.....	152
Do. Chicago, Detroit & Canada Junc.	2,169,736	“ 2nd “ “.....	83
	\$102,802,502	“ freight “.....	2,557
Total receipts of the year.....	6,603,073	“ platform and timber cars.....	1,307
Paid during the year for interest, dividends, leases, &c.....	2,145,056		
Working expenditure.....	3,976,200	No. of passengers carried.....	1,431,195
Renewal of rails, ties, bridges, &c.	601,897	Receipts from do.....	\$2,478,049
		Tons of freight carried.....	1,021,137
		Receipts from do.....	£3,816,987

Number of persons employed in working the line, 5,457; killed by accidents, 56; injured, 86.

3. *The London and Port Stanley Railway.*—This line was built to afford to the City of London, and the rich agricultural country around it, an outlet to Lake Erie. From Port Stanley, its lake terminus, Buffalo, Cleveland, Erie, Dunkirk, &c., are easily accessible.

The receipts of the road, since 1865, have been:—

	1865.	1866.	1867.		1865.	1866.	1867.
	\$	\$	\$		\$	\$	\$
January.....	1,794	2,079	2,079	July.....	3,110	3,646	.....
February.....	1,820	2,418	2,418	August.....	4,912	3,817	.....
March.....	1,733	2,582	2,359	September....	7,566	3,380	.....
April.....	1,839	2,706	2,578	October.....	4,971	6,412	.....
May.....	2,530	4,091	3,723	November....	3,458	3,932	.....
June.....	2,766	2,165	2,508	December....	2,432	2,712	.....
Total hf-years	.....	15,158	15,665		26,450	23,949	.....

The latest statement respecting the position of the road, is dated January 31st, 1866, and is as follows:—