

Cost of road and equipment.....	\$1,032,850	Road open for traffic—miles.....	24½
Total receipts of the year.....	33,191	Length of track, including sidings, &c.....	28
Paid for interest, dividend, &c.....	Nothing	No. of engines owned.....	2
Working expenses.....	26,044	“ 1st class cars.....	3
Renewals of ties, rails, &c.....	Nothing	“ 2nd class “.....	6
		“ freight “.....	28
		“ platform and timber cars.....	14
No. of passengers carried.....	37,098	No. of tons of freight.....	23,291
Receipts from do.....	\$14,855	Receipts from do.....	\$16,323

Number of persons employed in working the line, 38; killed, 1; injured, 1.

4. *The Welland Railway.*—The Welland Railway is one of a class of railways peculiar to Canada, viz.: Grain portage roads, which are called for in consequence of the break in lake navigation caused by the Niagara Falls. The Hon. W. H. Merritt's name will always be associated with the Welland Railway. After having brought about the construction of the Welland Canal, to pass vessels between Lakes Erie and Ontario, he perceived that the cargoes of vessels too large to go through the canal would call for railway accommodation, which would be all the more used, because grain is benefitted by being aired in transferring it by means of elevators from the hold of a vessel to the railway, and again to another vessel. This traffic is what the Welland Railway was designed to do. The Niagara and Erie Railway, from Buffalo to Niagara, now just open, is another of the same class. The Hamilton and Port Dover Railway, not yet completed, is another, so is the Northern Railway, and so, in a measure, is the Sarnia branch of the Great Western.

The total receipts of the Welland Railway, since January, 1864, have been as follows:—

	1864.	1865.	1866.	1867.		1864.	1865.	1866.	1867.
	\$	\$	\$	\$		\$	\$	\$	\$
Jany....	1,317	761	1,114	2,753	July....	12,934	9,797	16,571	2,587
Feb'y....	1,661	2,924	1,485	3,546	Aug....	12,865	11,235	11,781	4,404
March...	2,245	2,111	4,396	4,348	Sept....	10,830	15,825	11,425	.....
April....	2,768	2,426	2,895	2,132	Oct....	6,350	15,487	11,226	.....
May....	4,440	6,218	9,724	6,332	Nov....	4,346	16,529	13,659	.....
June....	10,148	9,230	18,995	1,722	Dec....	2,499	6,647	3,673	.....
Tl. ½ yrs	22,599	24,470	38,609	20,863		50,794	75,540	68,335	.....

The following is the official statement of the length, &c., of the line, dated December 31st, 1866:—

Cost of road and equipment.....	\$1,622,843	Road open for traffic—miles.....	25
Total receipts of the year.....	106,946	Length of track, including sidings, &c.....	30½
Paid for interest, dividends, &c.....	25,000	No. of engines owned.....	5
Working expenses.....	70,051	“ 1st class cars.....	3
Renewals.....	8,500	“ 2nd class “.....	0
		“ Freight “.....	145
		“ platform and timber cars.....	8
No. of passengers carried.....	38,625	No. of tons of freight carried.....	125,650
Receipts from do.....	\$13,699	Receipts from do.....	\$78,323

Number of persons employed in working the line, 52; killed, 0; injured, 1.

5. *The Northern Railway.*—The Northern Railway was built to enable the traffic of the upper Lakes to pass from Lake Huron to Lake Ontario by railway from Collingwood to Toronto, and *vice versa*; also to afford an outlet to the front for the country through which the road runs. To secure the Western traffic it heavily subsidized steamboats to and from Lake Michigan ports, and so involved itself in pecuniary difficulties; but recently, under the able management of Mr. Cumberland, who has sedulously cultivated the local traffic, it has retrieved its position.

The traffic on the line, since January, 1864, has been as follows:—

	1864.	1865.	1866.	1867.		1864.	1865.	1866.	1867.
	\$	\$	\$	\$		\$	\$	\$	\$
Jany....	28,283	26,361	23,614	24,094	July....	43,629	40,097	41,781	49,884
Feb'y....	37,730	25,292	29,741	32,856	August...	31,741	31,465	37,520	59,606
March...	38,591	30,879	47,054	48,754	Sept....	36,968	50,271	50,416	.....
April....	47,724	54,269	43,332	45,432	October.	31,480	46,269	49,768	.....
May....	50,197	48,251	49,281	49,503	Nov....	21,429	46,684	48,274	.....
June....	64,246	64,929	59,641	72,674	Dec....	29,777	29,292	30,378	.....
Tl. ½ yrs	266,771	249,981	252,663	273,313		200,004	244,078	258,137	.....

The official statement respecting the capital, plant, &c., of the Northern Railway, is as under—December, 1866:—

Cost of road and equipment.....	\$5,457,789	Length of road—miles.....	96½
Total receipts of the year.....	512,875	“ track, including sidings.....	112½
Paid for dividends, leases, &c.....	176,623	No. of engines owned.....	18
Working expenditure.....	309,086	“ 1st class cars.....	18
Renewals.....	55,275	“ 2nd “.....	13
		“ freight “.....	114
		“ platform and timber cars.....	222