

No. of passengers carried	137,379	No. of tons of freight carried	187,938
“ “ “ “ one mile	4,121,908	“ “ “ “ one mile	10,488,960
Receipts from do	\$123,956	Receipts from do	\$334,478

Men employed in working the line, 386; killed in 1866, 5; injured, none.

6. *Port Hope, Lindsay and Beaverton Railway, and Peterboro' branch.*—We now come to one of a class of railways of a different character to these previously mentioned. The roads above named, all seek for and obtain more or less “through traffic”; not so the Port Hope line, which depends on local traffic alone. It was built partly to give the fine agricultural country in rear an outlet to the front, but chiefly to enable the lumber which abounds in the back townships to be brought to Lake Ontario. The branch line from Milbrook to Peterboro' was at first owned by an independent company, which had the right of using the rails of the main line from Milbrook to Port Hope; both lines came under one management in January, 1867. This causes some difficulty in carrying back a table of the receipts of the companies far, but the following is a statement from January, 1865 :—

	1865.	1866.	1867.		1865. *	1866.	1867.
	\$	\$	\$		\$	\$	\$
January	4,445	4,216	7,418	July	16,429	20,692	30,776
February	4,802	7,832	6,024	August	19,238	21,458	30,765
March	7,679	7,784	7,666	September	10,163	19,566	.....
April	8,924	8,908	10,284	October	19,405	26,243	.....
May	16,453	14,577	21,968	November	14,855	21,977	.....
June	20,116	15,692	26,593	December	5,950	10,209	.....
Total hf-years	62,419	59,009	79,953		85,640	120,145	.....

These figures very forcibly show that the district through which the lines run, must be progressing rapidly in population, business and wealth. These railways cost the municipalities a great deal of money, but they would seem to be worth to the district far more than their cost.

The following is the statement of the capital account, length, &c., of the lines :—

Cost of the roads and their equipment	\$1,993,580	Length of lines—miles	56
Total receipts of the year	174,816	Length of track, including sidings	58
Paid for dividends, &c., not stated; further surplus over expenses would seem to be	94,816	No. of engines	8
Working expenses, including renewals	80,000	“ 1st class cars	6
No. of passengers carried	22,020	“ 2nd class “	2
Receipts from do	\$31,903	“ freight “	21
Men employed, 160; killed, 0; injured, 1.		“ platform and timber cars	112
		No. of tons of freight	122,398
		Receipts from do	\$140,018

7. *Cobourg, Peterboro' and Marmora Railway.*—The Cobourg and Peterborough road has long been in an unfortunate position. The bridge by which it crossed Rice Lake on the way from Cobourg to Peterboro' was broken up by the effects of ice some years since, and it has not been rebuilt. In 1865 and 1866, the 14 miles from Cobourg to the Lake were used to bring down lumber, with monthly receipts of from \$2,500 to \$5,000. It has now fallen into other hands, has added Marmora to its name, and expects to do a considerable mineral traffic.

The following are the statistics of its position—1866 :—

Cost of road, \$900,000; capital reduced by Act of Parliament to \$100,000; now returned at	\$109,000	Length of road open for traffic—miles	14
Receipts of the year	16,670	“ track, including sidings	14
Working expenses	13,390	No. of engines and passenger cars	1
Renewals, &c	1,200	“ freight cars	1
No. of passengers carried	515	“ platform “	12
Receipts from do	\$257	Tons of freight carried	20,000
Number of persons employed, 14; killed, 1; injured, 0.		Receipts from do	\$16,413

8. *Brockville and Ottawa Railway*—The Brockville and Ottawa Railway is almost exclusively a lumber road, bringing down timber from the Ottawa country, and carrying up supplies for the lumberers. In both these ways, its traffic is considerable.

The following have been its receipts, since April, 1864 :—

	1864.	1865.	1866.	1867.		1864.	1865.	1866.	1867.
	\$	\$	\$	\$		\$	\$	\$	\$
Jany	4,175	6,525	6,486	July	7,224	6,431	8,625	12,056	
Feb'y	3,259	5,429	6,704	Aug	5,205	10,517	7,700	10,213	
March	5,006	9,263	6,771	Sept	6,660	7,869	10,925	.....
April	8,576	8,207	10,433	Oct	3,117	10,216	12,819	.....
May	6,436	7,368	8,320	Nov	5,852	8,881	14,175	.....
June	5,090	7,431	6,295	Dec	6,424	7,551	10,577	.....
Tl. ½ yrs.	35,386	46,265	53,181		39,482	51,465	64,821	.....