

The following return shews the position of the line for the year ending December, 1866:—

Cost of road and equipment.....	\$2,647,004	Length open for traffic--miles.....	89½
Total receipts of the year.....	113,202	“ of track, including sidings.....	90
Working expenses.....	62,964	No. of engines owned.....	6
Renewals.....	32,903	“ 1st class cars.....	4
Dividends, &c.....	6,315	“ 2nd class “.....	3
		“ freight “.....	17
		“ platform and timber cars.....	82
No. of passengers carried.....	46,221	Tons of freight.....	1,239,601
“ “ one mile.....	1,239,601	Receipts from do.....	\$63,738
Receipts from do.....	\$40,127		
Hands employed, 126; killed, 0; injured, 2.			

9. *Ottawa and Prescott Railway*.—This is a narrow gauge line, so built to connect by ferry with the American roads, but the disadvantages of its want of connection with the Grand Trunk seem to have more than counterbalanced this. The line was for a long time in pecuniary difficulties, and was lately bought by the Ebbwvale Iron Company, which has spent a good deal of money and is expending more in putting it in thorough order and laying down steel rails.

The traffic since January, 1864, has been:—

	1864.	1865.	1866.	1867.		1864.	1865.	1866.	1867.
	\$	\$	\$	\$		\$	\$	\$	\$
Jany....	5,628	4,360	6,806	6,849	July....	7,076	6,243	8,131	7,059
Feby....	5,014	5,150	6,539	7,781	Aug....	7,472	6,051	7,789	9,519
March....	6,488	6,681	13,887	9,392	Sept....	8,759	8,274	9,122
April....	9,146	8,735	10,482	8,676	Oct....	3,726	9,574	7,003
May....	6,045	5,064	7,362	6,911	Nov....	3,439	8,770	6,570
June....	8,681	6,325	11,145	9,281	Dec....	8,000	10,919	9,587
Tl. ½ yrs.	41,002	36,315	56,221	48,890		38,502	49,811	48,202

The official statement of the cost, length, &c., of the road, December, 1866:—

Cost of road and equipment.....	\$2,008,994	Length--miles.....	54
Total receipts.....	104,735	“ of track, including sidings.....	56
Working expenses.....	68,259	No. of engines owned.....	7
Renewals.....	101,336	“ 1st class cars.....	6
Paid for dividends.....	Nothing.	“ 2nd “.....	6
		“ freight “.....	53
		“ platform and timber cars.....	26
No. of passengers carried.....	46,009	Tons of freight carried.....	28,839
Receipts from do.....	\$56,698	Receipts from do.....	\$39,642
Hands employed, 187; killed in 1866, 2; injured, 0.			

10. *Carillon and Grenville Railway*.—This is a portage railway, 13 miles long, connecting two long navigable reaches of the Ottawa River. Two engines, 2 first class and 3 second class cars, 2 freight, and 3 platform cars do its business. It is closed during the winter. Cost, \$98,761; receipts during the year, \$12,981; working expenses, \$7,051; dividends, \$3,200. Hands employed, 13; no accidents.

11. *Stanstead, Shefford and Chambly Railway*.—This is a line built to connect certain portions of the Eastern Townships with the Vermont Central Railroad, from which it leases its rolling stock. Length, 44 miles, with 3 miles of sidings; cost, \$1,216,000; receipts, about \$60,000; working expenses, estimated \$50,000; passengers carried, 25,000; tons of freight, 30,000; hands employed, 70.

12. *St. Lawrence and Industrie Railway*.—This is a strap-rail road from the St. Lawrence to Joliette, closed in winter. Cost, \$54,100; length, 12 miles; receipts, 1866, \$7,479; working expenses, \$5,881; passengers carried, 4,828; tons of freight, 2,745; hands employed, 20; no accidents.

13. *The New Brunswick and Canada Railway*.—We regret that we have no later details respecting this Company than those published in our last “Year Book.” The New Brunswick and Canada Railway was built to connect St. Andrews, an open sea port, with Quebec, via River du Loup* but it has only reached Richmond, near Woodstock, less than one-third of the distance. The people of St. Andrew’s argue that it should be brought into connection with the Intercolonial Railway: Town of St. John, that it is too near the frontier for that purpose. In 1865, its length was set down at 88 miles, its cost at \$2,750,000. Its gross receipts were \$53,904; working expenses, \$33,619. It carried 8,038 passengers, and 41,568 tons of freight.

14. *The European and North American Railway* is so called because it was intended to be a link in a chain of roads which should arrest travel from Europe at Halifax, or even at Sydney, or St. John, Newfoundland, and pass it on to the American system at Portland or Boston. It, however, only runs from St. John, N. B. to Point de Chêne, near Shediac. It is a Government work, under the direction of a Board of Commissioners.

The following are its monthly receipts to the latest date to which we have complete returns:—

* The distance from River du Loup to Richmond is 185 miles.