

The following are the characteristics and general features of the several railways, according to latest returns. The interested public can compare 1867 with 1866 by the aid of the figures in the last *Year Book*. It should be remembered, in comparing the total traffic here with that given in the next table, that the monthly receipts as here given are subject to correction upon Audit. The revised figures are given in the next table.

	G. W. R.*	L. & P. St. Ry.	Welland Ry.	Northern Ry.	Pt. Hope L. & B. Ry.	Cobourg P. & M. Ry.
1 Total cost of road & equipment. \$	24,877,454	1,032,850	1,622,843	5,500,000	1,993,535	1,090,000
2 Amount paid during the year for leases, dividends, int'st, &c. \$	1,972,323	.....	.....	155,899	55,465	.....
3 Miles open for traffic—1867....	351½	24½	25	97	56	22
4 Length of track, including sidings, double track, &c.....	412½	28	30½	114½	58	24
5 No. of engines owned.....	94	2	5	18	11	4
6 " 1st class cars.....	83	3	3	19	5	.....
7 " 2nd " including baggage & conductors' cars...	93	6	3	10	2	2
8 No. of freight cars.....	1,004	28	145	147	34	.....
9 " platform & timber cars.	266	14	8	269	139	50
10 " other cars, excluding hand-cars.....	120	.....	6	3	4	49
11 No. of passengers carried.....	715,720	42,704	39,063	129,140	46,028	532
12 " " " 1 mile	56,432,013	.....	.....	4,788,284	.....	7,980
13 " tons of freight carried....	581,772	22,868	85,300	212,470	197,324	18,707
14 " " " 1 mile	86,221,396	.....	.....	13,598,080	.....	375,210
15 Total working expenditure... \$	1,778,884	36,443	66,756	332,861	141,356	17,238
16 Renewals of rails, ties, bridges, &c.....	incl. above	incl. above	11,400	99,566	37,268	3,500
17 Persons employed in working the line.....	2,537	38	52	438	135	51
18 Persons killed by accident during the year.....	17	1	None.	5	1	1
19 Persons injured " ".....	19	None.	None.	5	None.	None.
20 Total receipts..... \$	3,758,978	41,877	68,615	561,370	233,476	19,256
21 Date of statement.....	Jan. 31, '68	Dec. 31, '67	Dec. 31, '67	Dec. 31, '67	Dec. 31, '67	Dec. 31, '67

* The G. W. R. has a treble rail throughout its length, which must be taken into account when considering its working expenditure, &c.

† Reduced \$830,000 by Act of Parliament, so that the capital now stands in the books as \$210,000.

	B. & O. Rail'y.	St L. & O. Rail'y.	G. T. Rail'y.*	C. & G. R'y.	St. L. & C. R'y	St. L. & In. R'y	N. B. & C. Rail'y. (a)	Eur. & N. A. R'y.	Nova Scotia Rail'y.	Total (b)
1	\$2,700,000	2,008,994	84,298,325	99,114	12	55,300	2,206,519	47,477 13	69,551 78	140,403 825
2	.....	.....	1,352,548	3,200	12½	.....	2,950	.....	.....	.....
3	86	54	1,377	13	44	12	107	108	145	2,522
4	95	56	1,515	13½	47	12½	119	110	158½	2,793½
5	7	7	298	2	Leased	3	6	14	19	490
6	4	6	155	2	from	2	3	12	14	311
7	3	7	233	4	Vt.	3	6	6	13	391
8	10	53	2,557	2	Central.	3	...	65	45	4,093
9	120	32	1,307	4	.....	9	41	105	162	2,526
10	..	.....	93	.....	.....	...	2	.....	28	305
11	52,740	48,756	1,417,440	50,000	25,000	3,988	15,550	144,366	166,256	2,897,283
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	53,566	27,325	1,016,874	2,000	30,000	3,047	56,206	44,518	89,219	2,441,306
14	.....	.....	.....	.....	.....	.....	2,757,345	.....	.....	.....
15	70,152	65,779	4,348,549	9,404	50,000	5,737	53,506	86,907	256,530	7,320,122
16	10,875	49,136	685,190	.....	.....	1,467	16,716	8,000	.....	.....
17	108	179	5,827	13	70	18	119	124	319	10,028
18	None.	2	49	None.	.....	None.	1	None.	4	81
19	2	2	61	None.	.....	None.	None.	None.	2	91
20	138,884	106,181	6,392,367	15,303	60,000	8,709	79,781	167,325	253,994	11,906,116
21	Dec. 31, '67	Dec. 31, '67	Dec. 31, '67	Dec. 31, '67	D. 31 '67 estimate	D. 31 '67	Dec. 31, '67	Dec. 31, '65	Dec. 31, '67	.....

* The figures given as the capital of the Grand Trunk do not include that of the leased lines, as follows:—Atlantic & St. Lawrence \$5,978,900; Chicago, Detroit & Canada G. T. Junction, \$2,169,736; Montreal & Lake Champlain Railroad, \$2,417,638; Buffalo & Lake Huron Railway, \$8,000,780; total, \$18,567,104; Add the figures above, \$84,238,325; showing a total of \$102,805,429

(a) includes St. Stephen's branch, leased, 19 miles, two engines, 2 first class, 2 second class, and 37 platform cars also leased.

(b) This total is the total of the figures given, but one of the returns is for the year 1866, [except as to traffic, which is in all cases for 1867] so that the totals may not agree with the official returns when these come to be finished. Moreover, these totals do not in all cases exactly tally with the totals of the monthly statements above. The differences are trifling.