

## RAILWAYS.

We subjoin our usual tables of Railway traffic, which are in many respects very imperfect. They are compiled from the Government tables in the *Canada Gazette*. Several railways seldom or never send in returns to the Government; and those which do, make omissions which mar the completeness of the information. A return from the Grand Trunk Railway is missing for one month, as is the case even with the Nova Scotia Railway, although it is under direct Government management. The Stanstead, Shefford & Chambly Railway from St. John to Waterloo, the Montreal & Vermont Junction Railway from St. Johns to St. Armand, and the Province line, the Carillon & Grenville, the Massawippi, and the Windsor & Annapolis, have furnished no returns during the year, and the Cobourg, Peterborough & Marmora, none for the latter half of the year. The total receipts are doubtless between \$13,000,000 and \$14,000,000, keeping very even pace with the Revenue of the Dominion. The legislation of the past three years has shewn a new and very great revival of railway enterprise. Three new charters have been granted for roads between the Niagara & Detroit, or a portion of the distance. Two of them are in course of construction or under contract. Hamilton is constructing a road into Grey and Bruce—which is now open as far as Alma. Toronto is building a narrow gauge road into some fertile district. Toronto enterprise is also building a road northward towards Lake Nipissing, which is probably destined to form part, or a principal branch of the Canadian Pacific. Belleville and Kingston are rivals for a road to Madoc, and the former has secured a revival of its old "loop line," with power of extension to Georgian Bay. The proprietors of the Brockville and Ottawa, with some assistance, have completed a section of the Canada Central, from Carleton Place to Ottawa, which was opened for traffic in September. And arrangements are in progress to raise the capital to complete the C. C. line from Montreal to Pembroke, Montreal being expected to contribute \$500,000 to \$1,000,000. Quebec has moved in the matter of the long dormant North Shore Railway, to which she is expected to give as much—while Three Rivers and the municipalities along the route, are also offering aid. A wooden railway, the Quebec & Gosford, destined, it is believed, ultimately to reach Lake St. John, is in part constructed and already open for traffic for a portion of the way. From Levis, (opposite Quebec) a road is chartered, and a portion of the capital raised for it, to connect with the Maine frontier. Another road is chartered, and the capital being raised, to run from the Grand Trunk at Sherbrooke or Lennoxville, to the same frontier, to connect there with a Maine railway branching out of the European & North American—and this when completed, will give as nearly as practicable an air line between Montreal and St. John, N.B. The Massawippi road between Lennoxville and the Vermont frontier, on the western side of Lake Memphremagog—where it connects with the Passumpsic railway, has been running for several months; and the South Eastern Counties Junction, which passes through the northern part of Missisquoi and a part of Brome, to the Vermont frontier, on the western side of that lake, to connect with the same Vermont railway is in process of construction—the first section from West Farnham to Cowansville being shortly to be opened. Considerable progress has been made with the construction of the Intercolonial—all of which is now under contract. The Windsor and Annapolis railway has been opened for traffic in Nova Scotia. In New Brunswick, "Western Extension" has been completed to the U. S. boundary line, and western to the border of Nova Scotia; and the capital, Fredericton, has also been placed in communication by rail with the sea coast. Of all this work projected, chartered, (and we have by no means mentioned all the projects or charters) and in part or wholly constructed, there is hardly any signs in the returns which we publish; but it is likely that the next year's returns will show a very considerable addition both to the mileage of and receipts from the railway system of the Dominion.

TRAFFIC FOR 6 MOS. FROM JULY TO DECEMBER, 1869.

	July.	August.	Sept.	October.	Nov.	Dec.	Total for 6 mos.
	\$	\$	\$	\$	\$	\$	\$
Great Western Railway.....	314,949	251,468	277,622	426,904	338,405	419,195	2,078,543
† Grand Trunk Railway.....	657,120	*	635,896	789,994	637,635	592,505	3,333,210
London & Port Stanley R'y..	*	*	*	4,821	3,648	*	8,469
Welland Railway.....	6,327	7,564	12,164	16,188	9,974	2,754	54,971
Northern Railway.....	84,453	64,251	58,890	79,617	41,301	37,414	365,926
Port Hope, Lind. & Beaverton & Beaverton branch, (after- wards Midland of Canada.)	*	26,439	28,228	28,534	18,128	9,395	110,724
Brockville & Ottawa Railway	20,783	15,339	22,276	21,129	15,168	13,332	108,027
St. Lawrence & Ottawa R'y..	12,108	8,103	9,580	13,010	10,866	9,501	63,168
St. Lawrence & Industry R'y.	1,006	1,385	961	1,558	1,183	.....	6,093
New Brunswick & Canada Ry	12,533	8,737	6,754	11,271	9,994	8,340	57,679
European & N. American Ry	19,910	16,952	16,248	*	18,515	15,591	87,216
* Eastern Extension Railway..	*	*	*	*	534	*	534
* Nova Scotia Railway.....	*	*	*	*	26,412	*	26,412
Cob'g. P'borough & Marmora	10,131	5,576	*	2,972	*	*	18,679
	1,139,370	405,814	1,118,619	1,395,998	1,151,763	1,108,087	6,319,651

NOTE.—During the months when navigation is closed—generally from the end of November to nearly the beginning of May, the Cobourg, Peterborough & Marmora, and the St. Lawrence & Industry Railways are closed.

\* No returns.

† No returns for part of August.