

good and substantial Road-bed. It may be stated that it has withstood the action of the water for the past six years, without the slightest visible sign of waste or deterioration.

The Station Buildings at Cobourg comprise a commodious semi-circular Engine-House, and Machine Shop, a good Office Building, and a large and excellent Store House, situated on the wharf at the inner Harbour. The buildings are of wood, and in good preservation. Several smaller buildings occupied by workmen, are also the property of the Company.

The Station Houses at Baltimore, Harwood, Keene, Morgan's, and Peterboro' are all suitable frame structures.

Tank Houses and Turn Tables, are placed at Cobourg, Harwood, and Peterboro'.

The grounds at Cobourg comprise four acres of valuable land, fronting on the Harbour, and at Peterboro' they are equally extensive.

The Company do not at present possess any Rolling Stock or Machinery whatever.

As has been previously stated, the principal traffic of the Railway, sawed lumber, has been entirely developed by its construction. The traffic returns for the year 1856, were as follows:

Passengers.....	15,364.
Feet of Lumber	15,634,247.
Bushels of Wheat.....	58,762.
Barrels of Flour.....	31,586.

Yielding a gross return of \$67,133.52. The return of 1857 amounted to \$80,000. Owing to the damages sustained by the Bridge, the trade was diverted to other channels during the two following years, and since then the road has been but partially worked. In the year 1859, however, the large quantity of 25,000,000 feet of sawed lumber was carried over the road, during the summer season.

The present trade of Peterborough largely exceeds the above returns, and is steadily increasing, and when the bridge is completed a considerable share will pass over the Cobourg Railway. Rice Lake yields quite a large traffic to the Railway, which might be greatly increased, as considerable quantities of cordwood and railway ties can be procured at very low rates along the extended shores of the lake. The extensive Flouring Mills at Keene and Hastings furnish their quota of freight to the road, while the saw mills of Gore's Landing, Bewdly Landing, and Crook's Rapids, and the Otonabee, float large quantities of lumber to the Harwood Station on the lake.

The principal cause of the embarrassment of the Railway is to be attributed to the destruction of the Rice Lake Bridge. For this great engineering blunder should have been substituted an embankment, which as has been proved could have been made at one half the expense.