

and was by him rapidly carried out, the line being completed and fully equipped with rolling stock by the fall of 1871, when it was leased to the contractor for three years. The line was successfully worked during the remainder of the season of 1871, and from May to November, 1872, and sources of traffic developed which far exceeded the expectations of the Company, and the ability of the wooden road to carry. Three large saw mills were erected at points where the line crosses as many streams, large quantities of firewood and square timber were cut and hauled to the road, and quite a large passenger traffic realized, principally through pic-nic excursions from the city to the different picturesque spots on the line, which became very popular, and which promise to become quite an item in passenger traffic when iron rails are laid, and excursionists can be certain of the time to be occupied. This was impossible with the wooden road, as rain, frost, or snow on the rails, prevented trains from running, in consequence of the wheels slipping, so that the line could not be worked in winter, or even during bad, or frosty weather. The freight traffic was, from this cause, very much less than what could have been obtained, and considerable quantities of freight are still lying at different points on the road, waiting transportation. The traffic of the line, during the period referred to, was as follows:—

TRAFFIC RETURNS.

Copied from the Official Returns made to Parliament.

1871.

AFTER 1ST SEPTEMBER TO END OF WORKING SEASON.

	Car loads.
Firewood.....2,215 cords.....	554
Spruce lumber...313,875 feet B. M.....	157
Hardwood.....10,960 " "	5
Square Birch.....5,200 cubic feet.....	52
Merchandise.....16,740 lbs.....	4
Passengers.....1,344.....	54
Total.....	826

Train Mileage.....16,740 miles.