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The Total quantities of Local Fl	our and Gra	ain carried ha	ive been :—
Flour (in barrelsGrain (in bushels)	1863. 71.775	1862. 62,441 566,010	Increase. 8,334 225,783
The Receipts at Toronto of the f	ollowing ar	ticles have be	een :—
Flour (in barrels) 71,090	1862. $62,307$	Increase. 8,783	Decrease.
Sawed Lumber (B. M.) 25,916,000 27	532,758 ,626,000 ,988,000	191,580 3,176,100	1,720,000
Rafting do. " 4,436,000 1	,374,000	3,062,000	
The Tonnage transported (Local Ordinary Freight: \ 1863. 1st., 2nd and 3rd class \ 15,216\frac{1821}{400} \ Grain \ 23,328\frac{1592}{1592} \ Timber and Lumber \ 99,697\frac{617}{617}	1862. 13,414 <sup>1060</sup> 6,743 <sup>1311</sup>	Increase. 1,802 <u>761</u> 1,007 <u>1089</u> 6,496 <u>946</u>	Decrease.
Total Local Tonnage . 145,994360 1	$ \begin{array}{r} 12,347 \\ 09,337947 \\ 65,0071259 \end{array} $	27,350 <u>617</u> 36,656 <u>1413</u>	53,694352
Gross Tonnage of year 157,3071267	74,345206		17,037939

Thus it will be seen that the past year has shown a general increase in the Local business of the road, due in part to the development of the territory which it serves, but also to the bountiful harvest and the buoyancy of the timber trade of the season. The lumber trade, although in the early part of the year embarrassed by the heavy discount on American currency, became active towards the fall, and in that as well as the timber trade there is the prospect of unusual activity during the current year.

The important increase in the business of the Collingwood Station (see Appendices Nos. 4 and 9) evinces the fact, heretofore not sufficiently appreciated, that this Line affords, as well for freight as psssengers, the best outlet that can be offered to the Counties of Grey, Huron and Bruce, a fact which the Directors in the early part of the year took the necessary steps to bring into prominent notice in those localities.

Although the Traffic has not been operated with the same absolute immunity from casualties that marked all previous years, it has