

The cost of the road and rolling stock was \$808,560. The number of passengers in 1846 was 9873; in 1847, 20,737.

	1846.	1847.
Wheat, .....	306,255 .....	504,081 bush.
Corn, .....	4369 .....	13,713 do.
Flour, .....	11,315 .....	62,598 bbls.
Wool, .....	116,883 .....	219,903 lbs.
Butter and Lard, .....	309,742 .....	680,248 lbs.
Pork, .....	86,957 .....	1361,624 bbls.
Merchandise, .....	1847 .....	3,110 tons.

The earnings of the road for the first year were \$49,499, expenses \$17,437, nett Receipts \$28,061. Of the second year the earnings were \$85,403, expenses of running and repairs \$23,999, nett receipts \$61,406, or a dividend of about  $7\frac{1}{2}$  per cent. Since the first of January 1848 the progress of the road has been equally satisfactory and has had a most important effect in advancing the prosperity of the City of Sandusky,—but Your Committee have not been able to obtain any official reports to a later date. The line has since been extended sixty miles further into the interior of the State with a like satisfactory result.

Your Committee have selected this line, not as a peculiarly favourable instance of Railroad success, but as being peculiarly analogous to our own position. It is entirely supported by local traffic, and does not by any means pass through so fine or so fertile a Country as the line from Toronto to Guelph.

In the second year of the existence of this road, the transport was 604,081 bush. wheat, flour—62,598 bbls. While last year there were shipped from the three ports mentioned below, to the United States, the following quantities of Wheat and Flour alone:

	Flour.	Wheat.
Toronto, .....	34,348 .....	122,321
Credit, .....	30,000 .....	158,063
Oakville .....	3,679 .....	145,839
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	68,027 brls.	426,223 bus.

This large amount having been shipped from these three ports for the United States alone, we may safely infer that at least a similar