

"B" shews the amount of Wages paid to Conductors and Brakemen on the several Passenger and Freight Trains, as well as to Porters and Labourers employed in loading the Cars; the amount for Oil, Tallow, and Waste, consumed; the Repairs to Cars in use on construction upon Sections 1, 2, 3, and 4, and 7, as well as for Passenger and Freight; amount of Wages paid Switchmen; Wood consumed in the Cars; small stores and other miscellaneous charges in connection therewith.

"C" gives the amount paid for maintaining the Permanent Way, &c., for the Year, on the Line between Shediac and Moncton, and on that portion between St. John and Kennebecasis, since the 1st of June last, the date at which the Contractor's maintenance expired.

"D" shews amount paid Superintendents, Book-Keepers, Station-Masters, and Freight Clerks, for their services the past year; the Advertising and Printing done, and Stationery used, as abstracted from the bills as far as rendered; the Premium of Insurance paid on Buildings and Locomotives, and Cars; the amount paid for damage to Freight; Watchmen at Stations; Fuel for Stations; and all other charges of a miscellaneous character, not included under the other principal headings.

The result shews a loss, on the face of the Accounts, in the operation of the Line at Shediac, of £431 7s. 10d.; and a gain at Saint John of £6226 10s. 5d.; and the nett Revenue to be £5,795 2s. 7d.

It has always seemed to me very necessary to shew the exact expense of working and maintaining *each Locomotive, each description of Cars, each Station, and maintaining the Permanent Way*, as well as the exact expense of *running each Train*, whether *Construction, Passenger and Freight*, or *either*, and the proportion of each per mile run; but a series of difficulties have hitherto prevented the accomplishment of the desirable object.

No correct statement of the whole expenses, in these particulars, can be given, until the conclusion of the present arrangement with Contractors throws upon the Railway the finding everything; for unless the stores and the repairs are provided from one source, it is evident that these supplied by the Road will bear no proportion to the mileage; nor can comparisons be instituted between one machine and another, elsewhere found so profitable in Railway management.

I am enabled, however, to give the hours in steam, miles run, and where found by the Railway; the cubic feet of Wood consumed by each Engine, as well as the Oil, Tallow, and