

es, Receipts and Net
s hauled one mile.

PER 100 TONS WEIGHT
MOVED ONE MILE.

1867	1868
6 32	5-71
11-24	11-93
1-16	0-88
9-08	7-15
1-24	1-10
0-79	0-64
29-83	27-41
18-77	17-84
25-59	30-58
15-25	15-66
89-44	91-49
11-13	115-86
21-69	24-37

orm Cars, supplied

in use, have been

the year to the

at been either so
been, because of
lar Repair Shop,

k place at Hay-

Mr. Boyd, in his Report to the Commissioner, under date of 26th July, says:
"The afternoon down Train was thrown from the Track yesterday about 3.30
P. M., at Hayward's siding, two miles East of Anagance. The Train consisted
of the Engine, Three Flat Cars, Two Cattle Cars, One Box Car, and One First
and One Second Class Passenger Car. The bolt had been removed from the
Switch Rod and the Switch Rail shifted over, leaving the Target standing, as
if the Switch was still set for the Main Track.

"The Engine Driver saw the Target was all right, and could not perceive that
the Rail was displaced until he was close to it, when he whistled on brakes and
reversed his Engine, but too late to save the Train. The Engine ran about
two hundred feet after leaving the Rails, tearing up the Track for the whole
distance, and then fell over on the slope of the embankment, turning completely
upside down. The damage to the Engine cannot yet be ascertained, but it
appears less than might be expected.

"The Tender is badly damaged. The three Flat Cars are broken to pieces,
and one Cattle Car is considerably damaged. The other Cattle Car and the
Box Car are not much the worse. The Passenger Cars are not injured. The
Engine Driver, J. H. Moore, had the small bone of his right leg broken and
the ankle badly bruised and his left arm is a good deal scalded. He shewed
great presence of mind throughout. No one else was injured. The damage
to Freight, so far as I can tell, as yet is confined to the destruction of a Wagon,
the killing of three sheep, and the straying away of some others which may be
secured.

"The Accident must have been caused by the wilful and malicious act of some
unknown person. The Bolts are all riveted over after the Nuts are put on,
so that they cannot shake out, and in this case the Bolt was found on the
ground, with the Nut screwed on it again after its removal from the rod. The
Target being left in the position to signal switch on the Main Track, made it
a complete trap which it was almost impossible to avoid."

This accident cost \$2,161.27 in Repairs to Stock and other contingencies.

The changes in officers, made during the year, besides those already referred
to, are as follows:—

Mr. Gavin Rainnie was appointed Trackmaster in the place of Mr. Wm. Rain-
nie, resigned.

Mr. H. D. McLeod was appointed Paymaster and Clerk at St. John.

Mr. J. W. Pitfield was appointed Clerk and Operator at St. John, in the place
of Mr. J. J. Wallace, resigned.