

Passengers from Flag or other Stations, without Tickets, on payment of their fares are supplied with these Tickets, in their order, from the Book, having the numbers of the Stations whence and whereto the fare is paid, (as well in the margin of the Book as in the Ticket,) carefully punched out. The Conductor entering the amount received for the same in the margin. This, on examination, must be found to be equivalent to the fare between the two Stations, the numbers of which have been punched; all errors are thus very easily detected.

There was but one accident connected with the movement of Trains the past year; that one, I regret to say, was of a very serious and fatal character, and took place at Rothsay, on the evening of the 24th February last.

It was caused by a Wood Train running into the rear of the regular down Passenger Train, whilst the latter was stopping at Rothsay Station for wood and water. The top of a Flat Car, to which was attached a Flanger, being in the rear of the last named Train, was precipitated into the First Class Passenger Car, instantly killing a Miss Wetmore and a Master George Younghusband, and more or less injuring for the time, six others.

The regular Train arrived at Rothsay one hour and forty-one minutes late, which was owing, principally, to a wheel of a Second Class Car having been broken that morning between St. J. and Moncton, causing this Train to reach the latter Station one hour and fifteen minutes late; although a portion of the time lost in this way was gained after leaving Moncton, it was again lost, to some extent, in consequence of the subsequent falling of snow, and of being obliged to take on a Snow Plough at Sussex. These causes, together with the unusually bad state of the rails, will account for this Train having left Ossekeag Station as late as 6.10 P. M., one hour and thirty minutes behind time.

The Lumber Train with one Engine attached, was then at Ossekeag, waiting the passage of both up and down Passenger Trains, and left there from twenty to twenty-five minutes after the latter, having received the assistance of the Engine "Samson," which, in consequence of the heavy wet snow which had fallen during the day, had been sent to assist the Evening up Train as far as Ossekeag, with instructions to remain there until directed how to proceed. Having subsequently instructed the Driver by Telegraph, to assist the regular down Train or the Wood Train to Town, if his services should be needed, and if not, to get signals carried and follow the Wood Train, I heard nothing more until made aware of the accident, which, as far as I can learn, took place at fifteen or twenty minutes after 7 o'clock, at which