

The following Table will shew comparatively the Expenses, Receipts and Net Revenue per mile run of the Engines and per Hundred Tons hauled one mile.

CLASSIFICATION.	PER MILE RUN.		PER 100 TONS WEIGHT MOVED ONE MILE.	
	1867	1868	1867	1868
Drivers, Firemen and Cleaners, Wages,	4-61	4-51	6 32	5-71
Firewood used by Locomotives,	8-15	9-42	11-24	11-93
Oil, Tallow and Waste,	0-91	0-69	1-16	0-88
Repairs to Locomotives,	6-34	5-65	9-08	7-15
Water (incl'dg) Pump and Tank Rep'rs.	0-90	0-87	1-24	1-10
Small Stores and Miscellaneous,	0-44	0-51	0-79	0-64
Locomotive Power,	21-35	21-65	29-83	27-41
Morchantize and Passenger Cars,	13-35	14-09	18-77	17-84
Maintenance of Way and Buildings, ...	20-25	24-16	25-59	30-58
General Charges,	11-84	12-37	15-25	15-66
Total Expenses,	66-79	72-27	89-44	91-49
Total Receipts,	90-21	91-51	111-13	115-86
Net Revenue,	23-42	19-24	21-69	24-37

The additions to the Rolling Stock consists of Ten new Platform Cars, supplied at a cost of \$6,750.

Two new Engines, of greater power than any of those now in use, have been contracted for at a cost of \$13,700 each.

The Engine "Sussex" was sold during the early part of the year to the Woodstock Branch Railway, but it has not yet been paid for.

It may be proper here to state that the Rolling Stock has not been either so economically, or so satisfactorily, repaired as it ought to have been, because of the Want of a commodious and well arranged Engine and Car Repair Shop, which is *much* required.

There was but one "accident" during the year : and this took place at Hayward's siding on the 25th July, 1867.

Mr. Boyd, in
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The changes in
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Mr. Gavin Rair
nie, resigned.

Mr. H. D. McJ

Mr. J. W. Pitti
of Mr. J. J. Wall