

has also been charged "Maintenance" \$1,223 10 for making ditches, a first time, which, with some other items, might very properly have been charged to "Capital Account." The outlay was found necessary and will be justified by the decreased Maintenance hereafter.

There have been 856 sleepers, and 351 chairs replaced by new ones the past year, the former, for the most part, between Shediac and Moncton, and the latter West of Moncton; of the chairs 348 were cast, and 3 wrought iron. The Sleepers removed were chiefly Hemlock, and those substituted Pine and Tamarac. It is found that the Hemlock Sleepers last about seven years.

The Wooden Bridge at Scadouc River, near Rheuben's, has been replaced by a much superior one, at a cost of \$884.02, and some other small Bridges on that district, as well as those at Jonathan's Creek and Otty's, have been repaired and strengthened at a small outlay of \$407.57.

The Snow Ploughs have been thoroughly repaired, painted and varnished, and improvements made, to facilitate their being "backed out" of snow drifts. Improvements have also been made in the Flange Cleaners, and Ice Cutters have been provided for the Engines.

For some of these and other contrivances of a useful and economical character, I may say (without detriment to others who are also deserving) that we are indebted to the practical ingenuity of Mr. William Rainnie, whose prompt, faithful and intelligent attention to the duties of Trackmaster, has been very creditable to himself, and of much advantage to the Railway.

The Rules governing Signals to be carried for running extra Trains, were found to be quite insufficient, and accordingly after mature consideration, a system entirely different from any thing of the sort which I had seen, but yet very complete in itself, was substituted, and on the 1st January last put into operation. It is as follows:—

"A Red Flag carried upon the head of an Engine or Tail of the Train, by day, or
"a Red Light by night, (in addition to the usual White Light upon the head of the
"Engine, and Red Light upon the Tail of the Train), denotes that an Extra Engine
"or Train is following, having the right of track over all other trains.

"A Red Signal, with a Green one carried in the manner above described, denotes
"that an Extra Engine or Train, having right over all others, will come in an *opposite*
"direction.