

APPENDIX No. 16.

**REPORT ON THE TRAFFIC RESULTS, OF THE INTERCOLONIAL RAILWAY
UP TO 31ST DECEMBER, 1879, AND ON THE CONDITION OF THE
PERMANENT WAY AND ROLLING STOCK UP TO 2ND FEBRUARY, 1880.**

DEPARTMENT OF RAILWAYS AND CANALS,
GOVERNMENT RAILWAYS IN OPERATION,
OTTAWA, 2nd February, 1880.

SIR,—In order that the Minister may be fully informed up to the latest date of the results of the operation of the Intercolonial Railway, and the condition of the road and rolling stock,

I beg leave to report that the working expenses and receipts for the six months ending 31st December last, being the latest returns to hand, are as follows, viz. :—

Working expenses, including general repairs.....	\$753,469 13
Receipts.....	721,277 42
Excess of expenditure over receipts.....	\$32,191 71

The additional mileage placed under the Intercolonial management early in the year, has increased the miles run by the trains 78,614 miles over the number for the corresponding period of the previous year.

The engines and passenger coaches are being run up to their full capacity, and the freight cars have been kept pretty constantly rolling; the traffic has been conducted with great regularity, and the casualties, I am pleased to say, have been very few, and of a trivial character. On one or two occasions delays have arisen from broken tyres and wheels, but it could scarcely be expected that we should be free from such breakages, especially during the cold season, the old iron rails on the River du Loup branch being very severe upon the rolling stock. These broken tyres and wheels have been very promptly replaced, and great care has been exercised to maintain efficiently the rolling stock, which is in good running order. Slight delays only have been caused to the trains by obstruction from snow on the track. A number of severe snow storms have, however, been experienced, but by the judicious use of the snow-plough the trains have, as a rule, worked through satisfactorily, and I trust we may be equally fortunate and successful during the balance of the season.

Of the condition of the road I may say that, east of River du Loup, it was never better; the structures have been carefully watched, and the necessary repairs put upon them; the rail is in a good state, the ballasting has been improved, and large renewals have been made to the sleepers. West of River du Loup, on the newly-acquired road, I cannot speak of so favourably. Seventeen miles of track has, however, been laid with steel rails, over which the trains pass smoothly; but the old iron rail track is very rough, difficult to uphold, and very trying to the rolling stock; it is hoped that the steel rails for this section of road will arrive early in the spring, when the old rails will be speedily removed and replaced by steel rails.

I purpose shortly to have reports from the Mechanical Superintendent and Inspector of Locomotives on the condition of the rolling stock, and from the Resident Engineer upon the state of the road; all of which will be duly reported and submitted for the information of the Minister.

I have the honor to be,
Your obedient servant,

COLLINGWOOD SCHREIBER.

F. BRAUN, Esq.,
Secretary Dept. Railways and Canals.
Ottawa.