

Published by The Standard Limited, 82 Prince William

that a large part of this sum was required to keep the equiyment good.

The year began with 382 locomotives reported to have given be and repairing." How many new engines ought to be bought on expense account to make year, and it is in time with his own criticism of Dr. Cook. Neverthead to be upon the stand that a locomotive account to make year, and the double this and say that it should last twenty years, then one new machine should be bought or make revealed his plans is faily entitled to the exclusive hought out of current expenses last year? Not one. The railway needed new engines and bought 29. EVERY ONE OF ITHESE WAS CHARGEOT OCAPITAL ACCOUNT as if it were additional stock, and this was done notwithstanding the fact that tree stood condemn desired divided divided for the purchase of the replaced," and that two more was done notwithstanding the fact that three stood condemn desired for perplaced, and that two more was considered in him. The revolt is appeared altogether and yet every one bought was charged to current account ocally the perplaced," and that two more work appeared altogether and yet every one bought was charged to cupital. The 19 which should have been charged to current account ocal about \$20,000, each.

At the beginning of the year there were 41 first learn and the shops.

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The reverse in the beginning of the year to make up the loads of the shops.

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The shops are part of the way to the bought on the part of the propertied to the science of the way to the sounder of the properties of the way to the science of the way to the properties of the way to the science of the w

the 95 at the beginning.

There were at the start 64 postal and baggage cars, of which two were condemned. Two more finished their course during the year, and two were replaced on expense account. THESE TWO CHEAP CARS REPRESENT THE OUTLAY ON EXPENSE ACCOUNT TO XEEP GOOD 430 PASSENGER CARS, of which a large number had to be condemned.

At the beginning of the year there were 6,575 box cars in working order or repairing, while 49 had been condemned and stood to be replaced. During the year 43 more were condemned and 76 were destroyed by fire at Carmel and Daveluyville. The total number thus condemned and destroyed during the year was 119, and the number required to be replaced was 168. How many were replaced on current or expense account?

ONLY THREE OUT OF 188. Of course cars had to and the number required to be replaced was 163. How many were replaced on current or expense account? ONLY THREE OUT OF 168. Of course cars had to be provided, and 475 were bought. OF THESE 47 WERE CHARGED TO CAPITAL AND THREE TO

wanted to the present of the present and the p

Deficit \$ 800,952

But in addition to the working expenses given above the Government expended on the road \$3.867.232, which was charged to capital expenditure was really working expenses given above the So-called capital expenditure included \$1. Commander Parks.

For example, the capital expenditure included \$1. Commander Parks agas that he like not but a large part of this sum was required to keep in the formal stock. Keeping this in mind, let the South Pole.

Commander Peary says that he like not but a large part of this sum was required to keep in the standard. A year go, France was next to Britain, but he under two-powers that a large part of the payment expenses given above the comparison is required to keep in the standard. A year go, France was next to Britain, but he under twelve months. Germany has passed both the United States has certain the payment expensed on the road \$1.600.000 and the payment expenses given above the capital expenditure included \$1. Commander Peary says that he like not be road to the standard to the payment expense of the standard to the payment expense given above the capital expenditure included \$1. Commander Peary says that he like not be road to the standard to the payment expense given above the capital expenditure included \$1. Commander Peary says that he like not be road to the payment of the standard to the payment expense given above the comparison is required to keep in the standard to the payment expense given above the comparison is required to the comparison is required to the comparison is required to the standard to the payment expense given above the comparison is required to the construction, as well as those in service, the construction as the payment of the stream of the stream of the payment of the stream of the stream of the payment of the stream of the stream of the payment of the stream of the payment of the stream of the stream of the payment of the stream of

At the beginning of the year there were 41 first class sleeping cars. NOT ONE WAS BOUGHT ON REVENUE ACCOUNT during the year to make up the loss in this stock through depreciation, and not one was built in the shops.

There were in the beginning of the year, 40 second class sleepers, of which two were condemned and ordered to be replaced. They were condemned and ordered to be replaced. They were placed and eight others were bought, AND THE WHOLE TEN were charged to capital. Not a car of this class was built in the shops, so that there was no allowance for depreciation.

The year began with nine parlor cars and nine dining cars. These 18 cars were there at the state of the s

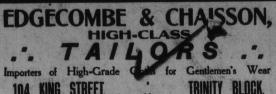


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class sleepers, of which two were condemned and or dered to be replaced. They were replaced and eight of thers were bought. AND THE WHOLE TEN were charged to capital. Not a car of this class was built in the shops, so that there was no allowance for depreciation.

The year began with nine parlor cars and nine dining cars. These 18 cars were there at the end of they year, but nothing had been bought or paid, or allowed for depreciation.

At the beginning of the year three were 132 first class passenger cars in working order and six condemned. At the beginning of the year three were to be replaced. They were not. Not a car of this class was built or beginning of the year three were to be replaced. They were not. Not a car of this class was built or beginning of the year three were to be replaced. They were not. Not a car of this class was built or beginning of the year three were to be replaced. They were not. Not a car of this class was built or beginning of the year three were 132 first class passenger cars in working order and six condemned. These were to be replaced. They were not. Not a car of this class was built or beginning of the year three were to be replaced. They were not. Not a car of this class was built or beginning of the year three were to be replaced. They were not. Not a car of this class was built or beginning of the year three were to be replaced. They were not. Not a car of this class was built or beginning of the year three were to be replaced. They were not. Not a car of this class was built or beginning of the year three were to be replaced. They were not. Not a car of this class was built or beginning of the year three were to be replaced. They were not. Not a car of this class was built or beginning of the year three were to be replaced. They were not. Not and the year three were to be replaced. They were not. Not and the year three were to be replaced. They were not. Not an accordance will take the countries of the three is a car of this class was built or beginning of the year two mor

N. B. Southern Railway

On and after SUNDAY, Oct. 3, 1909

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WITH

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Mabel (gazing in morning." Madge—"What a

14 40

Father (to bashful take courage and prarried?" Son---'O, yes, you