

through trade, created by the connections which are formed with the Railway, by the Bay of Fundy and Gulf of Saint Lawrence Steamers.

The traffic at Saint John exhibits (as reference to the Comparative Statements will shew) an increase over the previous year of £4,281 12s. 5d. The fact, however, must be remembered, that there has been 23 miles of this Section of the Line in operation since 8th June last, in the room of 9 miles for the twelve previous months.

But in order to shew more clearly the increased traffic on the extension to Hampton as compared with that to Kennebecasis, I have deemed it desirable to ascertain as near as practicable, the Receipts and Expenses per mile run, for the *five last months* of each of the two past fiscal years.

The Statements are approximate, but may be esteemed as very nearly correct. They are as follows:—

SAINT JOHN AND KENNEBECASIS.

1st June to 31st October, 1858.

Receipts.	8908 Miles run, at	53.9821 pence,	£2,003 12 9
Expenses.	8908 Miles run, at	36.00 pence,	1,336 4 0
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Nett,	8908	17.0821 pence,	£667 8 9
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SAINT JOHN AND HAMPTON.

1st June to 31st October, 1859.

Receipts.	19650 Miles run, at	63.6926 pence,	£5214 10 9
Expenses.	19650 Miles run, at	30.00 pence,	2456 5 0
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Nett,	19650	33.6926 pence.	£2758 11 9
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Nett Receipts per Mile run, 1858, 17.0821 pence.

Nett Receipts per Mile run, 1859, 33.6926 pence.

Difference in favour of present year, 15.7105 pence.

Some portion of the surplus arising out of the other transactions spoken of, will be requisite to place these