The expenses of the first six of the above Roads are apportionate between the Passenger and the Freight business, according to the number of miles run with trains of each description.

The Statements for the first four Roads are for the year ending January 31st, 1847.

The Statements for the Western Rail Road are for the 11 months ending December 1st, 1843.

The Statements for the Georgia Rail Road are for the year ending April 1st, 1847.

The Baltimore and Ohio Rail Road is taxed with an expensive horse power establishment, with which the other Roads here, compared with it, are not burdened. Excluding the cost of this establishment, the expense on this Road, per mile run is but .480 per Passenger per mile, and 1.525 per ton per mile.

TABULAR STATEMENT, No. 3.

CONNECTICUT RIVER RAIL ROAD.

Current Expenses for 1848.

Repairs of Road,		9800 61
"	Bridges,	333 21
"	Buildings,	848 62
"	Engines,	9910 87
"	Snow Plows & Scrapers,	
"	Tools and Machinery,	156 59
"	Passenger Cars,	3241 18
"	Freight do.	3641 08
"	Gravel do.	187 01
"	Hand do.	87 79
Clearing Snow,		341 38
Stationery, Printing & Advertising,		888 54
Damages		951 25
Expenses of Transportation	Services,	10742 42
	Wood,	13480 50
	Oil,	1895 41
	Contingent,	491 26
Expenses of Stations,		14697 48
General Expenses,		2856 22
Miscellaneous do.		3833 24
Total,		$78,444 68

Number of miles run, 147,092.

Total expense per train per mile run $0.533.

(No. 1.)

WEST NEWTON, MASS.,
20th February, 1849.

DEAR SIR,—

You requested me, while in Nova Scotia, to give some account of my professional history. I commenced engineering when scarcely 15 years of age, in the Spring of 1828, on the Baltimore and Ohio Railroad, and entered the service of the State of Pennsylvania in 1830, as a sub-assistant engineer, on the Allegany Portage Railroad, under Bt. Lt. Col. S. H. Long, U. S. T. E. In 1831, I joined the corps of Major (then Capt.) Wm. Gibbs McNeil, U. S. T. E., and remained in it for eleven years, during which time I was employed on the Paterson and Hudson River Railroad, in New Jersey, the Boston and Providence and Taunton Branch Railroads, in Mass., the Concord Railroad, in New Hampshire, and the Louisville Cincinnati and Charleston Railroad, a great Southern project, only 67 miles of which were ever built. Of this I had the active and entire charge for the last two years, my chief having become the consulting engineer. In 1844, I took charge of the Stoughton Branch, in this State, and completed it. I located afterwards a large portion of the Vermont and Providence Railroad, and the Pantucket Branch of the Boston and Providence Railroad; and have been employed for nearly three years on the Boston Water Works, as Chief Engineer of the Western Division, or Aqueduct Department.

Mr. Wightman has two or three pamphlets, which will give you additional information, if it be desired, on this subject. I also send you five letters, one from the present Governor of this State, and the others from Presidents of Rail Road Companies, and would beg you to return these to me by the first opportunity, after having examined them.

Very respectfully,
Your obedient servant,
(Signed) E. S. CHESBROUGH.

To the Honorable JOSEPH HOWE,
Provincial Secretary,
Nova Scotia.

(No. 2.)

BOSTON, 14th February, 1849.

I have been for several years acquainted with Mr. E. S. Chesbrough. In his profession, as an Engineer, he has a high reputation.

As a gentleman, he is intelligent, amiable, and courteous; in uprightness and integrity of character, I believe him to be without reproach.

(Signed) GEO. N. BRIGGS.

(No. 3.)

Office of Boston and Providence Railroad Companies.

BOSTON, June 2nd, 1845.

SIR,—

It gives me great pleasure to say to you that I have noticed your conduct as Resident Engineer of the Stoughton Branch Railroad during its construction—that it has been to my entire satisfaction, and that of all parties interested. This Corporation being largely interested in the Stoughton Branch Railroad has led me to notice your conduct closely.

I hope you may succeed in finding employment on some of the new Railroads about to be constructed—your talents and experience will be found valuable to whoever may employ you.

With great respect, &c.
(Signed) JOS. GRINNELL,
President.

E. S. CHESBROUGH, Esq.

(No. 4.)

CANTON, June 2nd, 1845.

I hereby certify that Mr. E. S. Chesbrough has had the sole charge of the Stoughton Branch Railroad, (as Engineer,) and that he has discharged the duties of said office in a most faithful, efficient and satisfactory manner, and shall ever take much pleasure in re-