

1867 and 1868 the per
cent to the Gross Rev-
enue bears to the whole

The Increase in the Number, Mileage, and Receipts, is in per centage as follows :—

	1867	1868
....	31.97	29.96
Cars	19.99	19.50
d'gs	30.31	33.42
...	17.73	17.12
...	100.00	100.00

SPECIFICATION.	PASSENGERS.	MILEAGE.	RECEIPTS.
Local,	7.7	6.27	4.09
Through,	8.56	8.36	8.29
Total,	7.75	6.73	5.04

The average distance travelled and the Receipts Per Passenger and per Passenger per mile, compare as follows :—

s against, 75.45 per

\$1,219 30 per mile
expenses \$1,058 29

Engineer (F) upon
Superintendent (G)
Abstract of Locomo-
tive Rolling Stock."

ment" (H), and a
ness and Expenses
of Freight For-

Wood Ledger" is
good at the Several

es and Pay of all

nd previous year

368

ROUGH	TOTAL
1,742	121,796
1,818	49,657
1,560	171,453

SPECIFICATION.	LOCAL.		THROUGH.		TOTALS.	
	1867	1868	1867	1868	1867	1868
Average Passenger Mileage,	19.80	19.53	106.97	106.76	24.12	23.89
Average Receipts pr Pass'gr in cts	34.41	33.26	193.12	192.64	42.27	41.21
Average Receipts pr Pass'gr per Mile in cts,	1.73	1.70	1.80	1.80	1.75	1.72

The per centage of *first* and *second* class, as well as those travelling east and west, is as follows :—

YEAR.	1ST CLASS	2ND CLASS	LOCAL.	THROUGH.	EAST.	WEST.
1867	72.23	27.77	95.05	4.95	49.93	50.07
1868	71.04	28.96	95.01	4.99	50.60	49.40

Of the Freight, which is shown to have been 63,450 tons, and to have given an aggregate of 3,328,535 tons carried one mile, as well as a Revenue of \$87,970 24, 51,600 tons, giving 2,058,935 tons per mile, and \$57,335 31 were due to *local*, and 11,850 tons, giving 1,269,600 tons per mile, and \$30,634 93 to *through* traffic, which is an increase over the previous year in per centage as follows :—