

Engine "*Prince of Wales*," (No. 12), is in fair condition. Repairs have not cost much during the year. Eight new wheels have been supplied. It is proposed to remove the tubes during the current year in order to examine the boiler, this will be the chief outlay required, excepting painting, which is much needed.

Engine "*Norton*," (No. 13), was at the time of my last report undergoing repairs which were large. New slide valves, new Krupps tires and six new wheels were supplied, and the engine in every respect put in complete order, including painting, and is now in very good condition, but will before long need some new wheels.

Engine "*Prince Alfred*," (No. 14), was overhauled and painted, has had new slide valves, and is yet in good order, though the tires are quite thin and will require to be renewed the current year. The tender too, will need slight repair.

Engine "*Robert Jardine*," (No. 15), was received from the builders in July 1868, and is the largest engine in use upon the line. Some trouble has been experienced in keeping the tubes tight, but they are to be made good by the makers, in other respects she has worked satisfactorily.

The engines have all worked well and have met with no serious mishaps, excepting in the case of the "*Norton*," the piston rod of which broke and let the piston through the cylinder head.

Three of the engines have had the tubes removed during the year to examine the interior of the boilers, and it is deemed advisable still further to pursue this course, as fast as they come in for general repairs, taking the oldest, or those that have made the greatest mileage, first.

This method, (though expensive), together with a judicious inspection under hydrostatic pressure will insure the greatest possible degree of safety from explosion, and is altogether the best course to pursue. Five engines are in good order, four are in fair condition, and two require large outlay. Four engines were painted, and six still require it. Some wrought iron wheels, with steel tires have been ordered for engines and tenders, which though expensive at first, will no doubt prove to be cheaper in the end, than those we have been using.

Ninety-five of the Harris, and two of the Toronto wheels, have been furnished the cars. Twenty-eight of Harris, four Washburns, and eight Lobdell, wheels have been put under the engines and tenders—a few have proved defective but these were replaced by the manufacturers.

The cars are generally in good order. They have undergone large repairs during the year. Some of them have been newly topped, and others have been completely renovated. New "monitors" have been constructed upon five of the first class cars, whilst three of the first class, five of the second class, two of the express cars, twenty-two bore freight and twenty-seven platform cars have been newly painted. The additions to the stock, have been one first class, and two postal and smoking cars.

I have the honor to be,  
Sir,  
Your obedient servant,

(Signed,) H. A. WHITNEY,  
*Locomotive and Car Superintendent.*