

Waste; and, transposed, the same particulars as applied to the Passenger and Construction Trains. These will be found on reference to the abstract of Engine Returns before given.

From this, and the Accounts, I beg to offer the following Table, shewing in addition to the average number of miles run by the Locomotives, in each service, during the year, and the average number of miles run to the specified consumption of Wood, Oil, Tallow, and Waste, and the average number of Cars, the approximate expenses per mile run for each service, with the actual total cost to the Railway per mile run, the actual receipts per mile run in each case, and, approximately, the gain or loss, with the actual gain to the Railway per mile, run on the whole.

*The Table is as follows:*

PARTICULARS.	Passenger Train, Shediac.	Passenger Train, Saint John.	Construction Train, Salisbury.	Construction Train, Sec. 1, 2, 3, 4 & 5, Saint John.	Construction Train, Sec. 5 & 6, & 7 & 8, 9, Saint John.	TOTALS.
Miles run,.....	17935	23369	2488	11002	36000	96794
Average No. of Miles to 1 hour in Steam	6.163	5.25	2.67	3.17	3.73	4.29
Average No. of Miles to 1 cord Wood,	34.81	48.69	none.	45.22	none.	71.00
Average No. of Miles to 1 gallon Oil, ..	79.88	88.26	65.69	66.52	none.	127.29
Average No. of Miles to 1 lb. Tallow, ..	689.80	25.70	none.	30.90	none.	63.43
Average No. of Miles to 1 lb. Waste, ..	49.00	38.30	26.32	25.82	none.	58.56
Average No. of Cars to 1 Mile Run, ..	2.79	3.26	none.	4.33	9.40	5.49
Expenses $\frac{1}{2}$ Mile Run, (in pence),....	37.00	30.00	22.9377	24.6224	8.00	22.3219
Receipts $\frac{1}{2}$ Mile Run, (in pence),....	29.4714	53.906	35.5952	40.7230	35.0866	36.6909
Gain, (in pence),.....	.....	23.906	12.6575	16.1015	17.0966	14.3690
Loss, (in pence),.....	.....	7.3286	.....	.....	.....	.....

The expenses to Railway for the several services per mile run, as here given, may be considered as correct; the calculations have been made with care, and after mature consideration.

With regard to the loss shewn as the result of the operations of the line at Shediac, I beg to say, that while the Comparative Statement given exhibits an increase in the traffic, the expenses were necessarily much greater than the previous year; and the circumstance of the loss of the *Maid of Erin* in April, upon her second trip to Moncton, and consequent large diminution in the through traffic until July, when the steamer *Princess Royal* was placed upon the route to the Bend, seriously affected that revenue which is almost exclusively dependent upon the