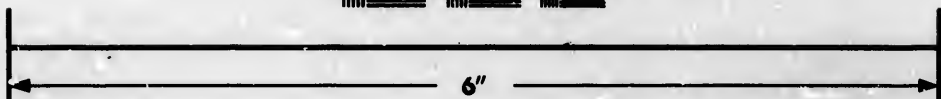
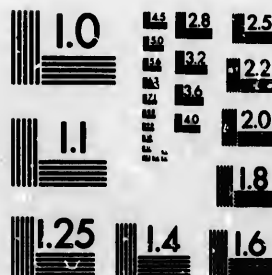


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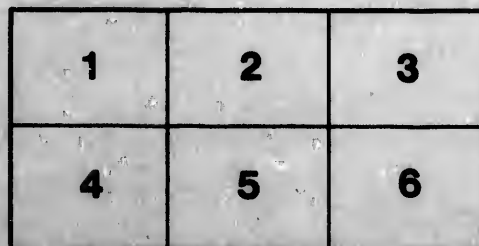
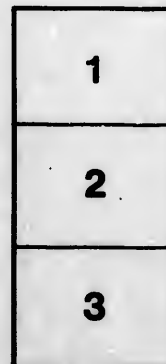
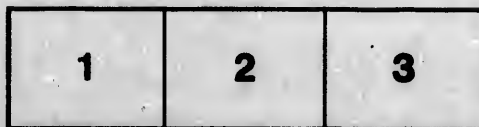
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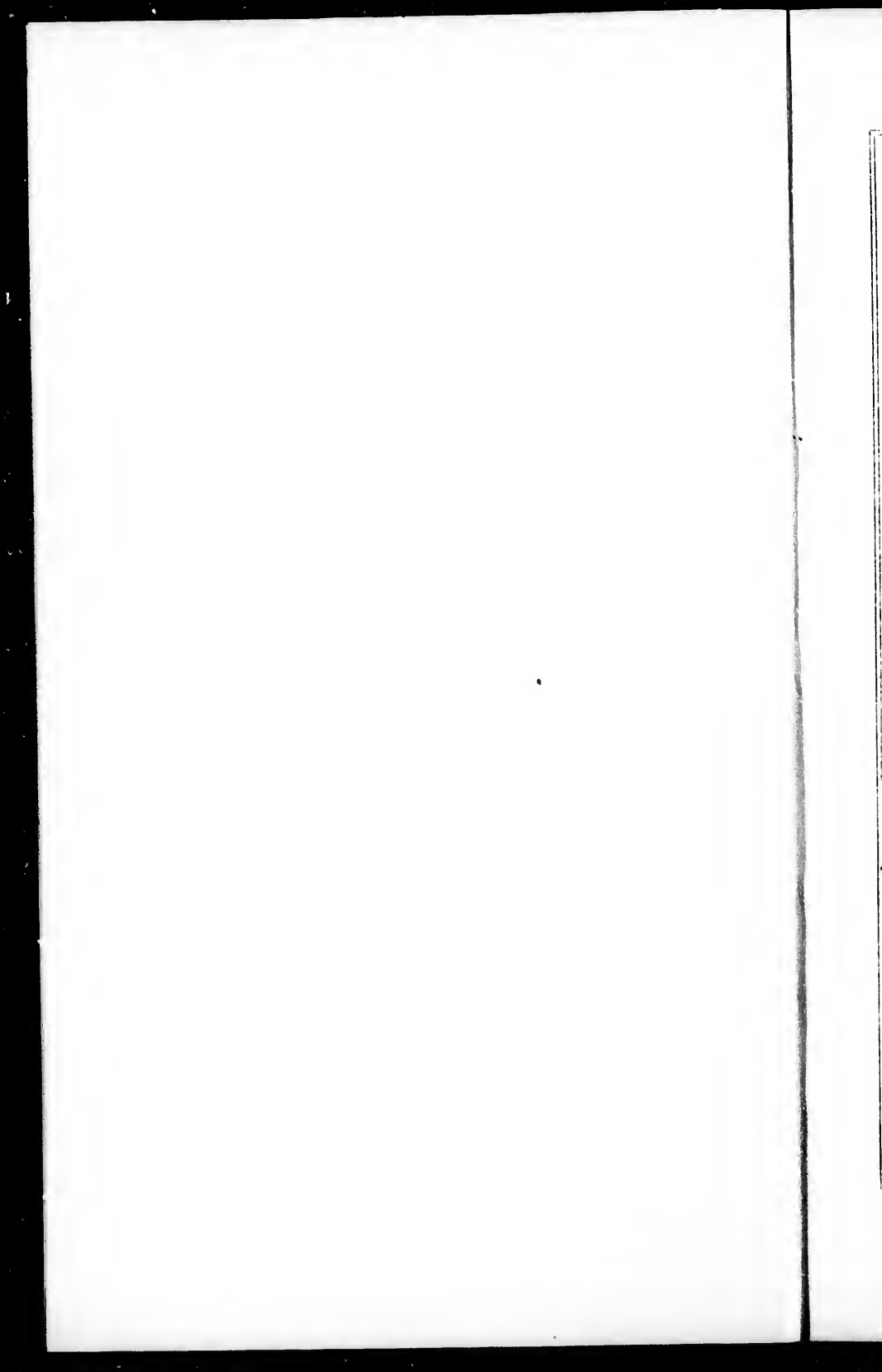
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REPORT

OF THE

RAILWAY COMMISSIONERS

OF THE

PROVINCE OF

NEW BRUNSWICK,

FOR THE YEAR

1860.

Doc No 25.637



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1861.

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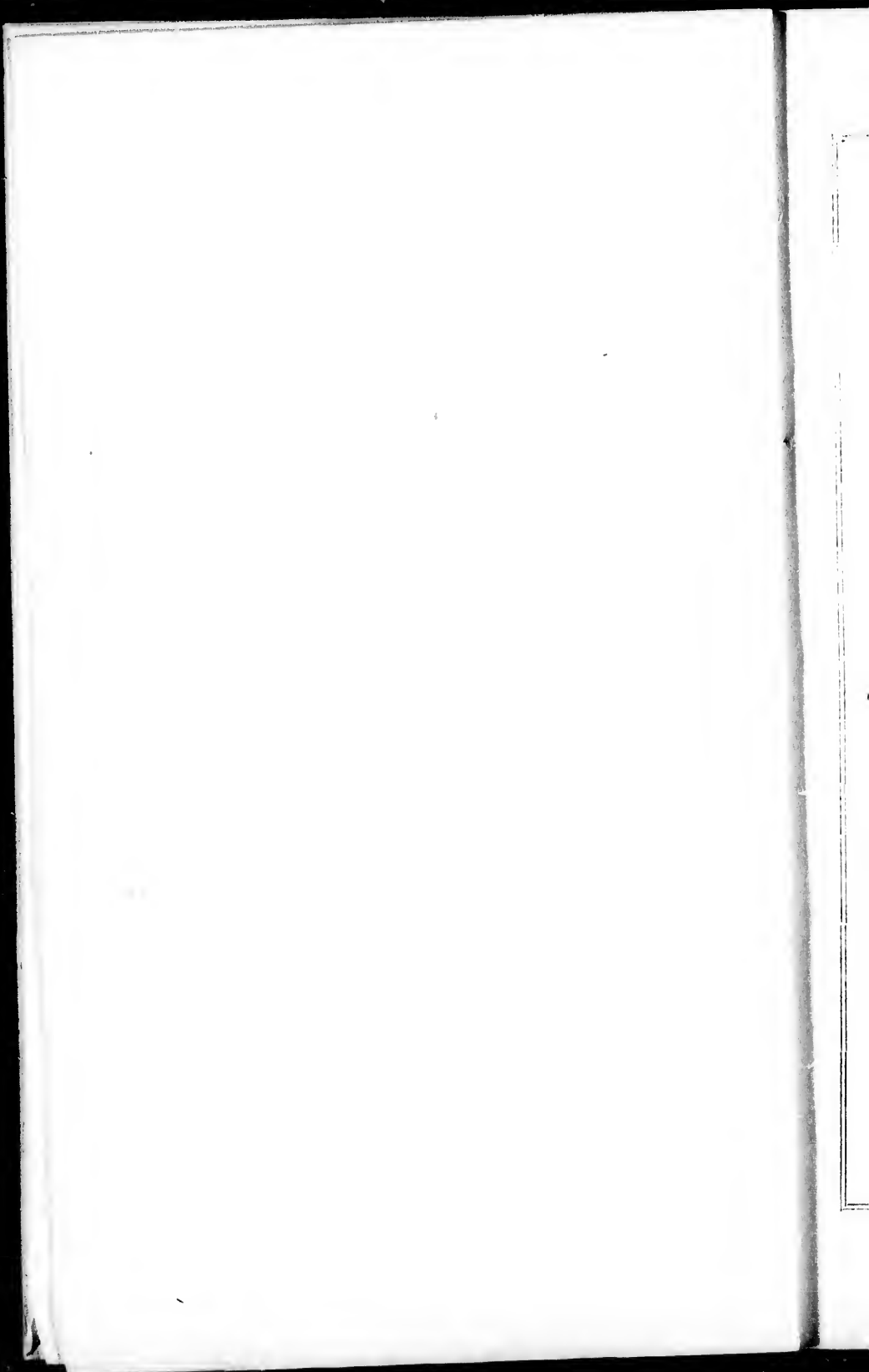
OFFICERS OF THE
European and North American
RAILWAY.

R. JARDINE,
Chairman. }
R. C. SCOVIL, } **Commissioners.**
GEO. THOMAS, }

R. W. CROOKSHANK, JR.
SECRETARY.

ALEX. L. LIGHT,
CHIEF ENGINEER.

L. CARVELL,
GEN'L. SUPT.



REPORT.

Railway Commissioners' Office, }
Saint John, January 25, 1861. }

To the Hon.

THE PROVINCIAL SECRETARY.

SIR—

THE Commissioners beg to submit, for the information of His Excellency the Lieutenant Governor in Council, a Report of the operations on the European and North American Railway for the year ending 31st October, 1860.

Quarterly Accounts of all expenditures, liabilities, and receipts, have been furnished as the law directs.

Mr. Beckwith, from the Auditor General's Office, has audited the books and vouchers of income and expenditure on traffic account, in this Office.

The following are the Capital Account, Revenue Account, Balance Sheet, and Abstracts of Accounts, up to the end of the financial year.

Cr.

CAPITAL ACCOUNT.

Dr.

1860.

| | | | | | |
|---|-------------------|----|---|--|--|
| Oct. 31. To Engineering, per Abstract A. | £51,856 | 3 | 1 | | |
| " Permanent Way, " B. | 894,923 | 14 | 0 | | |
| " Buildings, " C. | 44,235 | 17 | 1 | | |
| " Rolling Stock and Machinery, " D. | 81,541 | 4 | 7 | | |
| " Miscellaneous Stock, " E. | 8,580 | 11 | 8 | | |
| " General Expenses, " F. | 14,293 | 13 | 0 | | |
| | <u>1,090,431</u> | 3 | 5 | | |
| Norton and Apohaqui Bridges, | 2,723 | 17 | 7 | | |
| Balance carried to General Balance Sheet, | 19,598 | 15 | 7 | | |
| | <u>£1,112,753</u> | 16 | 7 | | |

1860.

| | | | |
|--|-------------------|----|---|
| Oct. 31. By amount advanced by Province } £1,112,753 | 16 | 7 | |
| Treasurer, } | | | |
| | <u>£1,112,753</u> | 16 | 7 |

REVENUE.

Dr.

| EXPENDITURE FOR | Shediac Division, Nine Months, ending 31st July. | St. John Division, Nine Months, ending 31st July. | Through Line, Three Months, ending 31st Oct. | TOTALS. |
|--|--|---|--|-------------|
| Locomotive Power,.....per Abstract G. | £708 10 10 | £4,885 5 6 | £2,602 18 6 | £8,196 14 9 |
| Merchandise and Passenger Cars,.....H. | 535 1 1 | 2,186 5 8 | 1,484 4 6 | 4,205 11 3 |
| Maintenance of Way and Buildings,.....I. | 482 9 1 | 624 5 2 | 1,183 10 6 | 2,290 4 9 |
| General Charges,.....K. | 545 15 6 | 1,963 8 0 | 1,368 5 9 | 3,867 9 3 |
| Balance,..... | . . . . . | 6,234 1 0 | 4,625 17 3 | 10,496 7 0 |
| | £2,271 16 6 | £15,883 5 3 | £11,164 16 6 | £29,056 7 0 |

Cr.

| RECEIPTS FROM | Shediac Division, Nine Months, ending 31st July. | St. John Division, Nine Months, ending 31st July. | Through Line, Three Months, ending 31st Oct. | TOTALS. |
|----------------------------|--|---|--|--------------|
| Passenger Traffic,..... | £479 0 0 | £6,654 2 3 | £6,644 10 3 | £18,777 12 6 |
| Freight Traffic,..... | 905 6 6 | 4,959 4 3 | 2,605 8 3 | 8,469 19 0 |
| Locomotives and Cars,..... | 493 10 0 | 3,920 9 8 | 1,632 0 0 | 6,045 19 3 |
| Mails and Sundries,..... | 130 8 9 | 349 9 6 | ,282 18 0 | 762 16 3 |
| Balance,..... | 263 11 3 | | | |
| | £2,271 16 6 | £15,883 5 3 | £11,164 16 6 | £29,056 7 0 |

Dr.

GENERAL BALANCE SHEET.

Cr.

| 1860. | | 1860. | |
|--|---------------------|-----------------------------|---------------------|
| Oct. 31. | | Oct. 31. | |
| To General Store Account, . . . | £21,326 8 8 | By Capital Account, . . . | £19,598 15 7 |
| " Traffic Department, . . . | 7,797 12 10 | " Revenue, . . . | 2,496 7 0 |
| " Post Office Department, . . . | 628 2 6 | " Commercial Bank, . . . | 4,367 1 9 |
| " Board of Works, . . . | 304 19 0 | " Baring Brothers & Co. . . | 4,352 14 1 |
| " George Craig, . . . | 80 4 9 | " Fleming & Humbert, . . . | 97 5 2 |
| " Fred. James, . . . | 97 4 7 | " Thomas King, . . . | 11 6 |
| " Harris & Allan, . . . | 2 9 3 | | |
| " John Walker, . . . | 2 5 0 | | |
| " J. & G. A. Thompson, . . . | 12 14 8 | | |
| " A. Rowan, . . . | 7 4 6 | | |
| " Cash in Chest, . . . £644 7 8 | | | |
| " do. in hands of R. C. Scovill, . . . 653 9 4 | | | |
| | <u>£30,912 15 1</u> | | <u>£30,912 15 1</u> |

Abstract A.**ENGINEERING ACCOUNT.**

| PARTICULARS. | 1856 to 1859. | | | 1860. | | | TOTAL. | | |
|------------------------------------|---------------|----|----|-------|----|----|--------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| Salaries and Office Expenses,..... | 21,393 | 7 | 3 | 4,651 | 4 | 4 | 26,044 | 11 | 7 |
| Surveying, &c.,..... | 11,994 | 11 | 11 | 114 | 16 | 8 | 12,109 | 8 | 7 |
| Travelling and Incidental,..... | 7,713 | 6 | 11 | 1,163 | 6 | 0 | 8,876 | 12 | 11 |
| Instruments and Drawing Material, | 696 | 12 | 11 | 124 | 8 | 10 | 821 | 1 | 9 |
| Inspectors,..... | 2,840 | 2 | 11 | 732 | 11 | 1 | 3,572 | 14 | 0 |
| Miscellaneous,..... | 417 | 8 | 1 | 14 | 6 | 2 | 431 | 14 | 3 |
| | 45,055 | 10 | 0 | 6,800 | 13 | 1 | 51,856 | 3 | 1 |

Abstract B.**PERMANENT WAY.**

| PARTICULARS. | 1856 to 1859. | | | 1860. | | | TOTALS. | | |
|--|---------------|----|----|---------|----|----|---------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| Labor by Contract or otherwise, | 144,190 | 2 | 2 | 462,463 | 12 | 11 | 606,653 | 15 | 1 |
| Rails, Chairs, Ties, Signals, &c. | 57,060 | 18 | 9 | 147,873 | 3 | 0 | 204,934 | 1 | 9 |
| Land Damage,..... | 29,747 | 19 | 3 | 4,811 | 0 | 1 | 34,058 | 19 | 4 |
| Miscellaneous, (including fencing,)..... | 19,628 | 12 | 10 | 29,648 | 5 | 0 | 49,276 | 17 | 10 |
| | 250,627 | 13 | 0 | 644,296 | 1 | 0 | 894,923 | 14 | 0 |

Abstract C.
BUILDING ACCOUNT.

| PARTICULARS. | 1856 to 1859. | | | 1860. | | | TOTAL. | | |
|-------------------------|---------------|----|----|--------|----|----|--------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| Terminal Stations,..... | 3,851 | 16 | 4 | 10,934 | 14 | 8 | 14,786 | 11 | 0 |
| Stations,..... | 4,717 | 3 | 6 | 12,963 | 18 | 8 | 17,681 | 2 | 2 |
| Way Stations,..... | 324 | 13 | 6 | 437 | 6 | 4 | 761 | 19 | 10 |
| Wharves,..... | 2,103 | 8 | 8 | 12 | 16 | 1 | 9,116 | 4 | 9 |
| Miscellaneous,..... | 1,631 | 5 | 9 | 258 | 13 | 7 | 1,889 | 19 | 4 |
| | £19,628 | 7 | 9 | 24,607 | 9 | 4 | 44,235 | 17 | 1 |

Abstract D.
ROLLING STOCK AND MACHINERY.

| PARTICULARS. | 1856 to 1859. | | | 1860. | | | TOTAL. | | |
|----------------------------|---------------|----|----|--------|-------|-------|--------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| Engines and Tenders,..... | 25,054 | 7 | 8 | 3,397 | 14 | 11 | 28,452 | 2 | 7 |
| Spare Gear,..... | 2,416 | 15 | 11 | 300 | 0 | 0 | 2,716 | 15 | 11 |
| Tools and Implements,..... | 2,072 | 3 | 0 | 350 | 19 | 7 | 2,423 | 2 | 7 |
| Snow Ploughs,..... | 702 | 0 | 0 | 268 | 11 | 9 | 970 | 11 | 9 |
| Stationary Engines,..... | 570 | 13 | 0 | ..... | ..... | ..... | 570 | 13 | 0 |
| Passenger Cars,..... | 10,164 | 0 | 8 | 786 | 9 | 0 | 10,950 | 9 | 8 |
| Freight Cars,..... | 3,213 | 13 | 11 | 8,014 | 1 | 6 | 11,227 | 15 | 5 |
| Platform Cars,..... | 11,581 | 7 | 2 | 4,816 | 9 | 11 | 16,397 | 17 | 1 |
| Ballast Cars,..... | 6,861 | 0 | 0 | ..... | ..... | ..... | 6,861 | 0 | 0 |
| Miscellaneous,..... | 577 | 17 | 5 | 392 | 19 | 2 | 970 | 16 | 7 |
| | £63,213 | 18 | 9 | 18,327 | 5 | 10 | 81,541 | 4 | 7 |

Abstract E.

MISCELLANEOUS STOCK.

| PARTICULARS. | 1856 to 1859. | | | 1860. | | | TOTAL. | | |
|---|---------------|----|----|-------|-------|-------|--------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| Furniture in General Offices,..... | 1,010 | 3 | 2 | 5 | 5 | 11 | 1,015 | 9 | 1 |
| Furniture in Stations,..... | 826 | 6 | 9 | 1,452 | 19 | 4 | 2,279 | 6 | 1 |
| Horses and Carriages, &c., for Engineers and Police,..... | 320 | 16 | 6 | ..... | ..... | ..... | 285 | 16 | 6 |
| <i>Less—</i> | 2,157 | 6 | 3 | | | | | | |
| Horses, &c., sold in 1860,..... | 35 | 0 | 0 | | | | | | |
| | £2,122 | 6 | 5 | 1,453 | 5 | 3 | 3,580 | 11 | 8 |

Abstract F.

GENERAL EXPENSES.

| PARTICULARS. | 1856 to 1859. | | | 1860. | | | TOTAL. | | |
|---|---------------|----|----|-------|-------|-------|--------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| Salaries and Office Expenses, | 4,881 | 17 | 8 | 1,914 | 17 | 4 | 6,796 | 15 | 0 |
| Books, Stationery, &c..... | 233 | 9 | 9 | ..... | ..... | ..... | 233 | 9 | 9 |
| Insurance,..... | 292 | 8 | 2 | ..... | ..... | ..... | 292 | 8 | 2 |
| Interest and Commission,..... | 1,139 | 17 | 6 | 234 | 9 | 4 | 1,374 | 6 | 10 |
| Postages, Printing, and Telegraph Expenses,..... | 2,215 | 13 | 6 | 1,371 | 1 | 8 | 3,586 | 15 | 2 |
| Police Expenses,..... | 1,356 | 8 | 1 | 653 | 10 | 0 | 2,009 | 18 | 1 |
| Miscellaneous, including travelling expenses..... | £10,119 | 14 | 8 | 4,173 | 18 | 4 | 14,293 | 13 | 0 |

Abstract G.
LOCOMOTIVE POWER.

| Both Divisions, Year ending 31st Oct., 1899. | PARTICULARS. | | SHEDIAC DIVISION. | | SAINT JOHN DIVISION. | | TROTGH LINE. | | TOTALS. | |
|--|--------------|---|-------------------|-------|----------------------|-------|--------------|-------|---------|------|
| | £ | d. | £ | d. | £ | d. | £ | d. | £ | d. |
| 1780 3 1 | | Salaries and Wages connected with running the Engines,..... | 242 | 19 10 | 1355 | 12 10 | 783 | 14 11 | 2358 | 7 7 |
| 1834 6 10 | | Firewood,..... | 135 | 17 6 | 1254 | 19 0 | 764 | 3 1 | 2214 | 19 7 |
| 384 14 3 | | Oil, Tallow and Waste,..... | 62 | 8 11 | 250 | 11 11 | 163 | 6 1 | 506 | 6 11 |
| 30 4 11 | | Materials for repairing Engines and Tenders,..... | 14 | 15 0 | 149 | 10 5 | 71 | 12 4 | 235 | 18 9 |
| 160 19 2 | | Wages | 71 | 19 10 | 886 | 18 11 | 392 | 6 10 | 1301 | 5 7 |
| 179 11 6 | | Work not done by the Railway,..... | | | 482 | 18 6 | 62 | 14 11 | 545 | 13 5 |
| 8 12 1 | | Repairs to Workshops, Tanks, Tools, &c.,..... | 5 | 16 3 | 9 | 9 4 | | | 15 | 5 7 |
| 123 9 9 | | Water,..... | 24 | 5 3 | 44 | 10 6 | 63 | 3 10 | 131 | 19 7 |
| 74 15 9 | | Small Stores,..... | 8 | 7 3 | 87 | 19 3 | 45 | 12 7 | 141 | 19 1 |
| 516 14 1 | | Watchmen,..... | 69 | 19 6 | 406 | 19 4 | 213 | 13 11 | 692 | 12 9 |
| 6 7 0 | | Miscellaneous,..... | 12 | 0 6 | 5 | 13 5 | 4 | 10 0 | 22 | 5 11 |
| 4549 18 5 | | Totals,..... | 708 | 10 10 | 4885 | 5 5 | 2602 | 18 6 | 8196 | 14 9 |

Abstract H.
MERCHANDIZE AND PASSENGER CARS.

| Both Divisions, Year ending 31st Oct., 1899. | PARTICULARS. | | | SIEDLAC DIVISION. | | | SAINT JOHN DIVISION. | | | THROUGH LINE. | | | TOTAL. | | |
|--|--------------|----|-------------------------------|-------------------|----|----|----------------------|----|----|---------------|----|----|--------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| 943 | 4 | 10 | | | | | | | | | | | | | |
| 121 | 8 | 8 | | 304 | 6 | 4 | 1065 | 0 | 1 | 775 | 13 | 6 | 2144 | 19 | 11 |
| 69 | 1 | 8 | Oil and Waste, | 22 | 5 | 6 | 209 | 15 | 6 | 78 | 17 | 9 | 320 | 18 | 9 |
| 167 | 18 | 8 | Materials for repairing Cars, | 36 | 3 | 7 | 128 | 14 | 4 | 115 | 4 | 10 | 230 | 2 | 9 |
| 300 | 4 | 2 | Wages for repairing Cars, | 54 | 11 | 11 | 203 | 13 | 4 | 179 | 13 | 3 | 429 | 3 | 6 |
| 9 | 13 | 9 | Work not done by the Railway, | | | | | | | | | | | | |
| 239 | 14 | 9 | Small Stores, | 13 | 1 | 7 | 28 | 10 | 8 | 39 | 1 | 7 | 39 | 13 | 10 |
| 11 | 19 | 5 | Wages to Switchmen, | 87 | 5 | 2 | 180 | 17 | 6 | 140 | 11 | 6 | 498 | 13 | 8 |
| 19 | 1 | 6 | Fuel, | 1 | 17 | 6 | 31 | 13 | 8 | 1 | 11 | 2 | 35 | 2 | 4 |
| | | | Miscellaneous, | 5 | 3 | 6 | 71 | 2 | 2 | 38 | 19 | 0 | 115 | 4 | 8 |
| 1882 | 7 | 0 | Total, | 535 | 1 | 1 | 2186 | 5 | 8 | 1484 | 4 | 6 | 4205 | 11 | 3 |

Abstract I.
MAINTENANCE OF WAY AND BUILDINGS.

| Both Divisions, year ending 31st Oct., 1859. | PARTICULARS | SHELDON DIVISION. | | | SAINT JOHN DIVISION. | | | THROUGH LINE. | | | TOTALS. | | |
|--|---|-------------------|----------|----------|----------------------|----------|----------|---------------|-----------|----------|--------------|----------|----------|
| | | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| 712 16 11 | Trackmasters, Foremen, and Laborers, | 419 | 14 | 10 | 506 | 9 | 2 | 782 | 13 | 10 | 1,768 | 17 | 10 |
| 2 15 9 | Rails, Chairs, Spikes, Fittings, &c | 17 | 18 | 2 | 2 | 8 | 2 | 10 | 14 | 4 | 31 | 0 | 8 |
| 10 17 9 | Repairs to Stations, Buildings, and Approaches, | 30 | 9 | 7 | 21 | 0 | 5 | 135 | 15 | 1 | 187 | 5 | 1 |
| 19 8 | Small Stores, | 14 | 3 | 2 | 8 | 5 | 1 | 12 | 11 | 3 | 34 | 19 | 6 |
| | Repairs to Snow Plow, | | 3 | 4 | 18 | 12 | 4 | 28 | 17 | 4 | 47 | 13 | 0 |
| | Repairs to Work-shops and Engine Houses, | | | | 7 | 10 | 0 | | | | 7 | 10 | 0 |
| | Miscellaneous, | | | | | | | | | | 212 | 18 | 8 |
| <u>£727 10 1</u> | Totals, | <u>£482</u> | <u>9</u> | <u>1</u> | <u>624</u> | <u>5</u> | <u>2</u> | <u>1,183</u> | <u>10</u> | <u>6</u> | <u>2,290</u> | <u>4</u> | <u>9</u> |

Abstract K.
GENERAL CHARGES.

| Both Divisions, Year ending 31st Oct., 1859. | PARTICULARS. | | | SHELDON ST. JOHN DIVISION. | | | THROUGH LINE. | | | TOTALS. | | |
|--|--------------|----|----|----------------------------|----|----|---------------|----|----|---------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| 1,214 | 5 | 7 | | 307 | 7 | 6 | 1,235 | 17 | 9 | 653 | 14 | 7 |
| 72 | 11 | 7 | | 11 | 12 | 7 | 173 | 6 | 10 | 164 | 12 | 8 |
| 237 | 17 | 5 | | 129 | 9 | 11 | 182 | 7 | 6 | 122 | 5 | 0 |
| | | | | | | | 17 | 3 | 7 | 7 | 16 | 3 |
| 25 | 1 | 9 | | | | | 33 | 17 | 10 | 90 | 8 | 10 |
| 242 | 10 | 8 | | | | | 338 | 14 | 6 | 330 | 8 | 5 |
| 1,842 | 17 | 0 | | 454 | 15 | 6 | 1,553 | 8 | 0 | 1,368 | 5 | 9 |
| | | | | Totals,..... | | | | | | | | |
| | | | | | | | | | | 2,196 | 19 | 19 |
| | | | | | | | | | | 349 | 12 | 1 |
| | | | | | | | | | | 384 | 2 | 5 |
| | | | | | | | | | | 24 | 19 | 10 |
| | | | | | | | | | | 56 | 6 | 8 |
| | | | | | | | | | | 855 | 8 | 5 |

Annexed are—

Report by the Chief Engineer.

Report by the Superintendent.

Statement of amounts paid for Land Damages.

The expenditure on the Railway, up to 31st October, as shewn by the Capital Account, was £1,090,431 3s. 5d.

The amount charged to General Store Account in Balance Sheet, £21,326 8s. 8d., and not included in the above, is for Rails, Chairs, Spikes, &c., on hand. There are also stores on hand charged to the Traffic Department, amounting to £7,797 12s. 10d.

A cargo of Rails, &c., having been wrecked in November 1859, the order was repeated; but the articles having been recovered, were purchased at a reduced price, and are available for future use.

As all the Contract accounts are now settled, and the balances paid, the Quarterly Account to 1st February will shew the total expenditure up to that date.

It will be seen from the tables furnished by the Superintendent, that the net revenue from the Railway has been £10,496 7s. for the past year.

The Commissioners are satisfied, that, with proper management, the profits will annually increase.

Having now fulfilled the trust committed to them to the best of their knowledge and ability, the Commissioners have respectfully to request you to tender their resignation to His Excellency, so soon as the requisite legislation can be obtained.

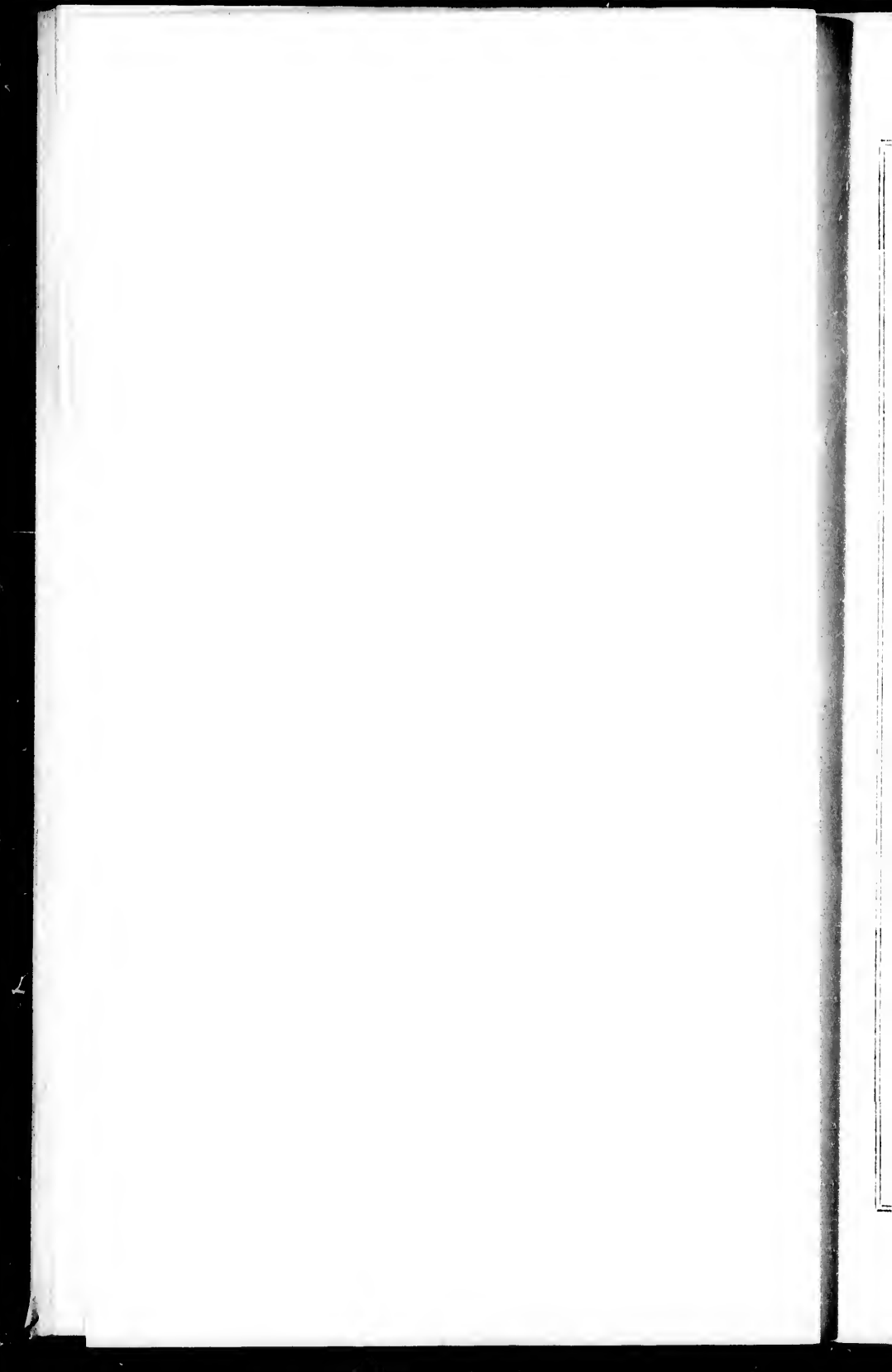
Respectfully submitted,

By Order of the Board,

R. JARDINE, Chairman.

R. W. CROOKSHANK, Jr.

Secretary.



CHIEF ENGINEER'S REPORT.

Halifax, N. S., January 10, 1861.

ROBERT JARDINE, Esquire,

Chief Commissioner of Railways.

SIR,—

I have the honor to submit the following Report upon the works of the European and North American Railway during the past year :—

Having been kindly permitted by the Government to take charge of the extension of the Nova Scotia Railways, I am obliged to make my Report to you from Halifax ; which, however, is of no practical disadvantage, as before leaving, all the works under contract were completed, and the final estimates made up, under my supervision ; most of the contracts, with two or three exceptions, have been finally settled, and the accounts closed. And while on this much vexed subject, I cannot refrain from saying, that the course generally adopted by the Government, in treating with the Contractors, has been considerate in the extreme, with a leaning towards liberality ; they at the same time exercising a due regard to the interest of the Province.

I have now to report to you, that the entire road from Saint John to Shediac, is in good running condition, with

a full complement of Sidings, Stations, and Rolling Stock, all in good repair.

During the past season, I had the iron superstructure of the Scadone and Milner's Road Viaducts, which were imported by Messrs. Jackson & Co., and had begun to show symptoms of failure, thoroughly overhauled and strengthened. The three wooden trestle Bridges between Shediac and Moncton, built by the same firm, which were quoted in the report of 1858 as "shakey," have also been strengthened, and temporarily made safe. All the remaining structures on the line are in good permanent order.

As the Ballast on the Salisbury Sections proved to be of an inferior quality, the full quantity was not put on, except through the excavations; and as there is no really good ballast in that vicinity, I would recommend that a surface coating of about six inches of superior ballast be brought for these sections from the ballast pit upon section 11, to finally complete them.

This, however, will probably not be required for a year or two.

In my Reports for 1858 and 1859, I went at such length into the history and characteristics of the road, that but little remains for me to say.

On the whole, I am convinced, and I believe, the country in the end will have reason to be satisfied, that although a cheaper road might have been built, it was the truest economy to build a good substantial one.

The location is such, that I am not aware that it could be improved in any particular. The Road-bed, Drainage, Culverts, Iron Bridges, Sleepers, and Rails, are fully equal to those of any road within my knowledge; and the maintenance and working expenses are and will consequently be very light indeed.

The cost of the road, I have learned from the accountant, was up to the first of November £1,090,000, and probably by this time £20,000 more may have been required to settle up the accounts.

This, it will be perceived, exceeds my previous estimate by about £43,000, which will be hereafter satisfactorily accounted for.

In the Report for 1858, the sidings were estimated at five per cent. on the whole distance, or about $5\frac{1}{2}$ miles. In the estimate the mere cost of the superstructure was inserted, the grading, masonry, and ballasting, that should also have been taken into consideration, were not included. At page 29 of that Report, it was stated—“The sidings are assumed at five per cent. of the whole length of superstructure; this will be sufficient for the purposes of traffic for some time, *but as the business increases they will require to be much enlarged.*”

This quantity of sidings would have been sufficient for the through traffic for many years; but the large and unexpected business that has arisen along the whole length of the line, in cordwood, ship-timber, and lumber of all kinds, has required the extending and completing of additional sidings sooner than was anticipated; and it has been found necessary to enlarge them to about 12 miles, thereby increasing the whole length of single track as built to about 120 miles.

The cost of this increase of sidings, with the grading, masonry, ballasting, and points, for the whole, has amounted to about forty thousand pounds.

I find that the Land Damages and Appraisers' expenses have exceeded the estimated amount *furnished to me* by £8,000.

The Police expenses also, amounting to £3,586, were not included in my estimate.

These items will more than make up the difference between my former estimate and the actual cost, as follows:—

| | |
|---|-------------------|
| Actually expended to 1st November,..... | £1,090,000 |
| Required to complete, say,..... | 20,000 |
| | <hr/> |
| | £1,110,000 |
| My previous Estimate,..... | £1,007,000 |
| Additional Sidings,..... | 40,000 |
| Do. Land Damages,..... | 8,000 |
| Police Expenses,..... | 3,586 |
| | <hr/> |
| | <u>£1,118,586</u> |

I would here mention, that the cost of the surveys that have been made from St. John to Calais, from Shediac to Miramichi, and from Fredericton towards Woodstock, amounting to about £15,000, although included in my estimate, do not form a legitimate charge against the road from St. John to Shediac.

The works of the Railway now being virtually completed, it may not be out of place to remind you, that the business of the road has been developed beyond the most sanguine expectations; that to a certain extent with inexperienced employées at the commencement, the trains have been run with marked regularity, and no accident endangering life or limb to passengers has occurred.

In concluding this Report, I desire cordially to congratulate you upon having brought this great enterprise to a termination so eminently successful.

I remain,

Sir,

Your obedient servant,

ALEX. L. LIGHT.

SUPERINTENDENT'S REPORT.

Gen'l Supt's Office,

Saint John, N. B., 31st December, 1860.

To ROBERT JARDINE, ESQUIRE,

Chairman of the Railway Board.

SIR,—

I beg leave to present for the consideration of the Board of Commissioners, the following Report upon the Railway operations for the last fiscal year.

The Accounts, Summaries of Receipts and Expenses, and other Statements submitted, are :—

First—Revenue Account.

Second—Monthly Summary of Receipts.

Third—Monthly Summary of Expenses.

Fourth—Statement of Passengers Carried.

Fifth—Statement of Freight Carried.

Sixth—Abstract of Engine Returns.

Seventh—List of Engines.

Eighth—List of Rolling Stock, (except Engines).

Ninth—Staff.

Cr.

REVENUE.

Dr.

| Year ending 31st October, 1859. | EXPENDITURE FOR | AMOUNT. | REPEATED. | Year ending 31st October, 1859. | RECEIPTS FROM | AMOUNT. | REPEATED. |
|---------------------------------|---------------------------------|-------------|--------------|---------------------------------|------------------------------|--------------|--------------|
| \$18,199 58 | Locomotive Power, II. | 28,196 14 9 | \$32,786 95 | \$23,216 93 | Passenger Traffic, | £13,777 12 6 | \$55,110 50 |
| 7,529 40 | Merch. and Passenger Cars, " | 4,205 11 3 | 16,822 25 | 11,689 47 | Freight Traffic, | 8,469 19 0 | 33,879 80 |
| 2,910 02 | Maint. of Way & Buildings, " | 2,290 4 9 | 9,160 95 | 23,993 41 | Locomotives & Cars, " | 6,045 19 3 | 24,183 85 |
| 7,371 40 | General Charges, | 3,867 9 3 | 15,469 85 | 289 20 | Mails and Sandries, " | 762 16 3 | 3,051 25 |
| | Balance—nett Revenue, | 10,496 7 0 | 41,985 40 | | | | |
| \$36,010 50. | Totals, | £29,056 7 0 | \$116,225 40 | \$59,191 01 | Totals, | £29,056 7 0 | \$116,225 40 |

DIVISION RECEIPTS AND EXPENSES.

| Miles open. | DIVISION. | RECEIPTS. | EXPENSES. | SURPLUS. | DEFICIENCY. |
|-------------|--|-------------|-------------|--------------|-------------|
| 19 | Shediac — 1st Nov. 1859 to 31st July, 1860, | £2,008 5 3 | £2,271 16 6 | £ | £263 11 3 |
| 44 | Saint John — 1st Nov. 1859 to 31st July, 1860, | 15,883 5 3 | 9,649 4 3 | 6,234 1 0 | |
| 108 | Through — 1st Aug. to 31st Oct. 1860, | 11,164 16 6 | 6,538 19 3 | 4,525 17 3 | |
| | Totals, | £29,056 7 0 | £18,560 0 0 | £10,759 18 3 | £263 11 3 |

H. Monthly Summary of Expenses, for the Fiscal Year ending 31st October, 1860.

| Ac- count. | November. | | December. | | January. | | February. | | March. | | April. | | May. | | June. | | July. | | August. | | September. | | October. | | TOTALS. | | | | | | | | | | | |
|-------------------|-----------|----|-----------|-------|----------|----|-----------|-----|---------|-------|---------|----|---------|-----|---------|-------|---------|----|---------|-----|------------|-------|----------|----|---------|-----|---------|-------|-----|-------|--------|----|--------|-------|---|---|
| | £ | s. | £ | s. | £ | s. | £ | s. | £ | s. | £ | s. | £ | s. | £ | s. | £ | s. | £ | s. | £ | s. | £ | s. | £ | s. | | | | | | | | | | |
| Shediac..... | 183 | 6 | 2 | 54 | 19 | 11 | 3 | 133 | 13 | 3 | 130 | 15 | 11 | 131 | 12 | 11 | 131 | 12 | 11 | 131 | 12 | 11 | 131 | 12 | 11 | 131 | 12 | 11 | 708 | 10 | 10 | | | | | |
| Saint John..... | 481 | 13 | 0 | 540 | 7 | 4 | 529 | 8 | 5 | 553 | 6 | 7 | 611 | 0 | 0 | 525 | 9 | 5 | 463 | 4 | 8 | 505 | 19 | 3 | 638 | 17 | 2 | 4,885 | 5 | 5 | | | | | | |
| Through..... | 617 | 19 | 2 | 585 | 7 | 8 | 543 | 13 | 5 | 622 | 13 | 3 | 606 | 8 | 7 | 601 | 17 | 6 | 616 | 15 | 2 | 596 | 13 | 6 | 770 | 10 | 1 | 2,602 | 18 | 6 | | | | | | |
| Totals..... | 1,281 | 38 | 4 | 1,679 | 27 | 22 | 1,605 | 31 | 13 | 1,755 | 33 | 11 | 1,723 | 20 | 14 | 1,737 | 24 | 14 | 1,737 | 24 | 14 | 1,737 | 24 | 14 | 2,179 | 32 | 12 | 8,195 | 33 | 16 | 11,914 | 9 | | | | |
| Shediac..... | 98 | 11 | 5 | 51 | 1 | 6 | 4 | 13 | 0 | 65 | 1 | 10 | 76 | 5 | 2 | 96 | 15 | 0 | 147 | 13 | 2 | 96 | 15 | 0 | 147 | 13 | 2 | 585 | 1 | 1 | | | | | | |
| Saint John..... | 190 | 6 | 8 | 167 | 13 | 5 | 134 | 1 | 5 | 215 | 8 | 11 | 233 | 3 | 2 | 304 | 17 | 7 | 308 | 6 | 8 | 322 | 16 | 11 | 322 | 16 | 11 | 2,156 | 5 | 8 | | | | | | |
| Through..... | 273 | 15 | 1 | 215 | 14 | 11 | 184 | 1 | 5 | 254 | 4 | 4 | 293 | 5 | 0 | 351 | 2 | 9 | 400 | 1 | 3 | 500 | 10 | 1 | 583 | 9 | 5 | 1,484 | 4 | 6 | | | | | | |
| Totals..... | 561 | 23 | 4 | 423 | 28 | 22 | 362 | 6 | 12 | 524 | 16 | 16 | 633 | 9 | 7 | 751 | 24 | 9 | 708 | 20 | 10 | 822 | 32 | 14 | 972 | 39 | 8 | 4,225 | 16 | 5 | 5,765 | 11 | 5 | | | |
| Shediac..... | 55 | 7 | 2 | 22 | 18 | 0 | 65 | 2 | 10 | 5 | 13 | 5 | 66 | 9 | 0 | 105 | 13 | 7 | 105 | 13 | 7 | 120 | 5 | 2 | 120 | 5 | 2 | 452 | 9 | 1 | | | | | | |
| Saint John..... | 60 | 16 | 5 | 68 | 9 | 0 | 52 | 10 | 0 | 40 | 9 | 2 | 50 | 4 | 5 | 69 | 4 | 0 | 59 | 16 | 6 | 109 | 16 | 4 | 109 | 16 | 4 | 694 | 4 | 2 | | | | | | |
| Through..... | 116 | 3 | 10 | 92 | 7 | 9 | 63 | 2 | 10 | 37 | 5 | 6 | 46 | 2 | 7 | 116 | 13 | 5 | 165 | 10 | 1 | 290 | 1 | 6 | 255 | 9 | 2 | 1,183 | 10 | 6 | | | | | | |
| Totals..... | 231 | 26 | 7 | 182 | 25 | 9 | 120 | 12 | 10 | 108 | 13 | 7 | 112 | 12 | 4 | 231 | 26 | 7 | 231 | 26 | 7 | 290 | 1 | 6 | 255 | 9 | 2 | 1,230 | 4 | 9 | | | | | | |
| Shediac..... | 77 | 10 | 9 | 168 | 9 | 4 | 5 | 11 | 4 | 1 | 15 | 0 | 70 | 7 | 11 | 100 | 19 | 7 | 60 | 15 | 8 | 45 | 6 | 11 | 45 | 6 | 11 | 545 | 15 | 6 | | | | | | |
| Saint John..... | 307 | 15 | 9 | 212 | 7 | 5 | 357 | 19 | 4 | 265 | 9 | 9 | 170 | 4 | 9 | 203 | 5 | 11 | 182 | 12 | 0 | 214 | 11 | 3 | 429 | 13 | 0 | 1,363 | 5 | 0 | | | | | | |
| Through..... | 285 | 6 | 6 | 385 | 17 | 0 | 263 | 10 | 8 | 239 | 1 | 7 | 267 | 4 | 9 | 304 | 4 | 6 | 243 | 7 | 8 | 329 | 13 | 2 | 429 | 13 | 0 | 1,368 | 5 | 0 | | | | | | |
| Totals..... | 669 | 32 | 14 | 766 | 33 | 7 | 625 | 25 | 21 | 515 | 14 | 17 | 546 | 16 | 17 | 608 | 29 | 23 | 608 | 29 | 23 | 673 | 35 | 14 | 673 | 35 | 14 | 3,321 | 25 | 11 | 4,642 | 10 | 6 | | | |
| Lo. Power..... | 617 | 19 | 2 | 585 | 7 | 8 | 543 | 13 | 5 | 622 | 13 | 3 | 606 | 8 | 7 | 601 | 17 | 6 | 646 | 15 | 2 | 770 | 10 | 1 | 996 | 13 | 6 | 815 | 3 | 7 | 8,196 | 14 | 9 | | | |
| M. & P. Co..... | 273 | 15 | 1 | 215 | 14 | 11 | 184 | 1 | 5 | 215 | 8 | 11 | 233 | 3 | 2 | 304 | 17 | 7 | 400 | 1 | 3 | 500 | 10 | 1 | 583 | 9 | 5 | 444 | 17 | 5 | 4,205 | 11 | 8 | | | |
| M. of W. & B..... | 116 | 3 | 10 | 92 | 7 | 9 | 63 | 2 | 10 | 37 | 5 | 6 | 46 | 2 | 7 | 116 | 13 | 5 | 165 | 10 | 1 | 290 | 1 | 6 | 255 | 9 | 2 | 276 | 19 | 5 | 621 | 11 | 2,290 | 4 | 9 | |
| Gen. charges..... | 255 | 6 | 6 | 385 | 17 | 0 | 263 | 10 | 8 | 239 | 1 | 7 | 267 | 4 | 9 | 304 | 4 | 6 | 243 | 7 | 8 | 329 | 13 | 2 | 429 | 13 | 0 | 467 | 8 | 0 | 471 | 4 | 9 | 3,367 | 9 | 8 |
| Totals..... | 1,288 | 7 | 7 | 1,202 | 6 | 11 | 1,064 | 13 | 7 | 1,113 | 15 | 6 | 1,151 | 9 | 6 | 1,461 | 11 | 6 | 1,455 | 14 | 2 | 1,820 | 19 | 0 | 2,185 | 10 | 2 | 2,101 | 1 | 2,382 | 7 | 8 | 18,560 | 0 | 0 | |
| Repeated..... | \$5,173 | 52 | \$5,909 | 38 | \$4,253 | 72 | \$4,455 | 60 | \$4,605 | 90 | \$5,027 | 98 | \$5,346 | 30 | \$5,592 | 68 | \$7,253 | 97 | \$8,743 | 07 | \$8,404 | 25 | \$9,409 | 53 | \$7,540 | 90 | \$1,240 | 90 | | | | | | | | |

I. Monthly Summary of Revenue, for the Fiscal Year ending 31st October, 1860.

| Description. | November. | | December. | | January. | | February. | | March. | | April. | | May. | | June. | | July. | | August. | | September. | | October. | | TOTALS. | | | | | | | | | | | | | |
|---------------------|---------------|-------|-----------|-------|----------|-------|-----------|-------|--------|-------|--------|-------|-------|-------|-------|-------|-------|-------|---------|-------|------------|-------|----------|-------|---------|-------|-------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | | | | | | | | | | | | |
| Passengers. | 82 | 1 8 | 28 | 6 9 | 570 | 15 10 | 494 | 11 5 | 612 | 17 6 | 648 | 13 4 | 572 | 19 6 | 917 | 2 7 | 1,120 | 9 7 | 2,942 | 2 2 | 1,950 | 17 6 | 1,751 | 10 7 | 13,777 | 12 6 | | | | | | | | | | | | |
| | 963 | 4 7 | 816 | 19 6 | 570 | 15 10 | 494 | 11 5 | 612 | 17 6 | 648 | 13 4 | 572 | 19 6 | 917 | 2 7 | 1,120 | 9 7 | 2,942 | 2 2 | 1,950 | 17 6 | 1,751 | 10 7 | 6,644 | 10 8 | | | | | | | | | | | | |
| | 1,060 | 6 8 | 845 | 6 8 | 570 | 15 10 | 494 | 11 5 | 612 | 17 6 | 648 | 13 4 | 572 | 19 6 | 917 | 2 7 | 1,120 | 9 7 | 2,942 | 2 2 | 1,950 | 17 6 | 1,751 | 10 7 | 13,777 | 12 6 | | | | | | | | | | | | |
| | Totals,.... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freight. | 247 | 4 8 | 48 | 2 5 | 371 | 0 7 | 612 | 12 0 | 582 | 9 2 | 88 | 16 8 | 180 | 9 4 | 189 | 14 8 | 151 | 0 0 | ... | ... | ... | ... | ... | ... | ... | 905 | 6 6 | | | | | | | | | | | |
| | 566 | 9 5 | 508 | 8 4 | 371 | 0 7 | 612 | 12 0 | 582 | 9 2 | 475 | 8 8 | 690 | 7 1 | 629 | 16 2 | 667 | 18 8 | ... | ... | ... | ... | ... | ... | ... | 4,939 | 4 8 | | | | | | | | | | | |
| | 818 | 13 8 | 551 | 5 9 | 371 | 0 7 | 612 | 12 0 | 582 | 9 2 | 564 | 4 6 | 780 | 16 5 | 819 | 10 5 | 815 | 18 8 | ... | ... | ... | ... | ... | ... | ... | 2,665 | 8 8 | | | | | | | | | | | |
| | Totals,.... | | | | | | | | | | | | | | | | | | | | | | | | | | 7,869 | 19 0 | | | | | | | | | | |
| Mails and Carriage. | 117 | 0 0 | 31 | 10 0 | ... | ... | ... | ... | ... | ... | 18 | 0 0 | 186 | 0 0 | 84 | 10 0 | 112 | 10 0 | ... | ... | ... | ... | ... | ... | ... | 498 | 10 0 | | | | | | | | | | | |
| | 734 | 7 6 | 565 | 0 0 | 187 | 10 0 | 1 5 0 | 181 | 5 0 | 498 | 10 0 | 591 | 10 0 | 687 | 6 9 | 523 | 15 1 | ... | ... | ... | ... | ... | ... | ... | ... | 820 | 9 8 | | | | | | | | | | | |
| | 851 | 7 6 | 596 | 10 0 | 187 | 10 0 | 1 5 0 | 181 | 5 0 | 516 | 10 0 | 747 | 10 0 | 695 | 16 9 | 636 | 5 0 | ... | ... | ... | ... | ... | ... | ... | ... | 1,532 | 0 0 | | | | | | | | | | | |
| | Totals,.... | | | | | | | | | | | | | | | | | | | | | | | | | | 6,045 | 19 8 | | | | | | | | | | |
| Mails and Carriage. | 63 | 17 8 | 1 | 13 9 | ... | ... | ... | ... | ... | 9 | 9 9 | 14 | 10 8 | 19 | 1 9 | 9 | 8 0 | ... | ... | ... | ... | ... | ... | ... | ... | 180 | 8 9 | | | | | | | | | | | |
| | 102 | 7 0 | 81 | 16 0 | 29 | 17 9 | 86 | 17 6 | 31 | 3 8 | 80 | 15 2 | 81 | 10 6 | 80 | 14 9 | 86 | 4 0 | ... | ... | ... | ... | ... | ... | ... | ... | 820 | 9 8 | | | | | | | | | | |
| | 186 | 4 8 | 88 | 9 9 | 29 | 17 9 | 86 | 17 6 | 31 | 3 8 | 40 | 1 6 | 46 | 0 9 | 42 | 16 6 | 39 | 7 0 | ... | ... | ... | ... | ... | ... | ... | 1,532 | 0 0 | | | | | | | | | | | |
| | Totals,.... | | | | | | | | | | | | | | | | | | | | | | | | | | 762 | 16 8 | | | | | | | | | | |
| Receipts. | 1,050 | 6 8 | 845 | 6 8 | 570 | 15 10 | 494 | 11 5 | 612 | 17 6 | 648 | 13 4 | 572 | 19 6 | 917 | 2 7 | 1,120 | 9 7 | 2,942 | 2 2 | 1,950 | 17 6 | 1,751 | 10 7 | 33,777 | 12 6 | | | | | | | | | | | | |
| | 818 | 13 8 | 551 | 5 9 | 371 | 0 7 | 612 | 12 0 | 582 | 9 2 | 564 | 4 6 | 780 | 16 5 | 819 | 10 5 | 815 | 18 8 | ... | ... | ... | ... | ... | ... | ... | 8,469 | 19 0 | | | | | | | | | | | |
| | 851 | 7 6 | 596 | 10 0 | 187 | 10 0 | 1 5 0 | 181 | 5 0 | 516 | 10 0 | 747 | 10 0 | 695 | 16 9 | 636 | 5 0 | ... | ... | ... | ... | ... | ... | ... | ... | 6,045 | 19 8 | | | | | | | | | | | |
| | Totals,.... | | | | | | | | | | | | | | | | | | | | | | | | | | 762 | 16 8 | | | | | | | | | | |
| Receipts. | 2,901 | 11 8 | 2,026 | 11 9 | 1,159 | 4 2 | 1,189 | 5 11 | 1,857 | 14 11 | 1,769 | 9 4 | 2,447 | 6 8 | 3,245 | 6 8 | 2,814 | 19 2 | 4,245 | 0 8 | 3,371 | 15 7 | 3,848 | 0 8 | 29,056 | 7 0 | | | | | | | | | | | | |
| | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | |
| | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | |
| | Repeated,.... | | | | | | | | | | | | | | | | | | | | | | | | | | \$11,626 85 | \$3,106 85 | \$4,636 88 | \$4,537 17 | \$5,430 98 | \$7,077 87 | \$9,759 84 | \$9,901 25 | \$10,459 97 | \$16,980 05 | \$19,487 11 | \$14,192 18 | $116,225 40 |

Monthly Recapitulation of Receipts and Expenses.

| SPECIFICATION | November. | Dec'r. | Jan'y. | Feb'y. | March. | April. | May. | June. | July. | August. | Septem. | October. | TOTAL. |
|-----------------|-------------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|------------|
| Receipts, | \$11,606 35 | 8,106 35 | 4,636 83 | 4,557 17 | 5,430 98 | 7,077 87 | 9,789 34 | 9,901 25 | 10,459 97 | 16,980 05 | 13,487 11 | 14,192 13 | 116,225 40 |
| Expenses, | 5,173 52 | 5,209 38 | 4,258 72 | 4,455 60 | 4,605 90 | 5,027 93 | 5,846 30 | 5,822 83 | 7,283 97 | 8,742 07 | 8,404 25 | 9,409 58 | 74,240 00 |
| Surplus, | \$6,432 83 | 2,896 97 | 378 11 | 101 57 | 825 08 | 2,049 94 | 3,943 04 | 4,078 42 | 3,176 00 | 8,237 98 | 5,082 86 | 4,782 60 | 41,985 40 |

Passenger Statement.

| FROM | EAST. | WEST. | TOTALS. | CLASSIFICATION. | | |
|-------------------------------|--------|--------|---------|-------------------|-------------------|-------------|
| | | | | SHEDIACT DIVIS'N. | ST. JOHN DIVIS'N. | TURO' LINE. |
| Saint John Station,..... | 33,737 | 14,064 | 47,801 | | | |
| Rothsay " | 1,449 | 4,543 | 5,992 | | | |
| Ossekeag " | 4,198 | 5,220 | 9,418 | | | |
| Norton " | 448 | 672 | 1,120 | | | |
| Apolhaqui " | 637 | 711 | 1,348 | | | |
| Sussex " | 3,653 | 9,415 | 13,068 | | | |
| Penobsquis " | 497 | 879 | 1,376 | | | |
| Anagance " | 351 | 410 | 761 | | | |
| Peticodiac " | 351 | 466 | 847 | | | |
| Salisbury " | 736 | 832 | 1,568 | | | |
| Moncton " | 2,718 | 1,979 | 4,697 | | | |
| Shediac " | 1,926 | 3,537 | 5,463 | | | |
| Point DuChene " | 51 | 1,165 | 1,216 | | | |
| Way Stations and Pic Nics,... | 27,205 | 29,120 | 56,325 | | | |
| Aggregate,..... | 77,957 | 73,043 | 151,000 | | | |
| | | | | CLASS. | | |
| | | | | First,..... | 37,395 | 71,480 |
| | | | | Second,..... | 24,212 | 12,507 |
| | | | | Aggregate, | 61,607 | 83,987 |
| | | | | | 112,950 | 88,650 |

| MONTHS. | SHEDIACT DIVISION. | | ST. JOHN DIVISION. | | THROUGH LINE | | TOTALS. | | GRAND TOTALS. |
|-------------|--------------------|-------|--------------------|--------|--------------|--------|---------|--------|---------------|
| | East. | West | East. | West. | East. | West. | East. | West. | |
| November, | 496 | 502 | 4,365 | 3,928 | | | 4,861 | 4,430 | 9,291 |
| December, | 161 | 140 | 3,283 | 2,624 | | | 3,444 | 2,964 | 6,408 |
| January, .. | | | 2,688 | 2,136 | | | 2,688 | 2,136 | 4,824 |
| February, . | | | 2,337 | 1,975 | | | 2,337 | 1,975 | 4,312 |
| March,.... | | | 3,116 | 2,627 | | | 3,116 | 2,627 | 5,743 |
| April, | 261 | 243 | 3,084 | 2,597 | | | 3,345 | 2,840 | 6,185 |
| May, | 560 | 520 | 4,049 | 3,348 | | | 4,609 | 3,863 | 8,472 |
| June, | 582 | 666 | 4,494 | 3,996 | | | 5,076 | 4,662 | 9,738 |
| July, | 646 | 629 | 5,825 | 4,940 | | | 6,471 | 5,569 | 12,040 |
| August, ... | | | | | 24,660 | 24,773 | 24,660 | 24,773 | 49,433 |
| September, | | | | | 11,424 | 10,857 | 11,424 | 10,857 | 22,281 |
| October, .. | | | | | 5,926 | 6,347 | 5,926 | 6,347 | 12,273 |
| | 2,706 | 2,700 | 33,241 | 28,366 | 42,010 | 41,977 | 77,957 | 73,043 | 151,000 |

**Statement of Freight Carried for the Three Months
ending 31st Oct., 1860.**

| STATIONS. | INWARD. | OUTWARD. | EAST. | WEST. | TOTALS. |
|---------------------------|------------|------------|-----------|-----------|------------|
| Saint John,..... | 4,049,847 | 5,564,149 | 5,564,149 | | 5,564,149 |
| Rothsay,..... | 60,207 | 46,270 | 24,003 | 22,267 | 46,270 |
| Ossekeug,..... | 302,412 | 590,058 | 22,576 | 567,477 | 590,058 |
| Norton,..... | 263,933 | 160,388 | 4,188 | 156,195 | 160,388 |
| Apohaqui,..... | 216,306 | 105,743 | 1,854 | 103,889 | 105,743 |
| Sussex,..... | 1,330,097 | 853,282 | 49,774 | 803,508 | 853,282 |
| Penobsquis,..... | 183,605 | 203,551 | 7,486 | 196,065 | 203,551 |
| Anagance,..... | 75,943 | 35,775 | 7,680 | 28,095 | 35,775 |
| Peticodiac,..... | 223,733 | 104,153 | 5,795 | 98,358 | 104,153 |
| Salisbury,..... | 825,955 | 318,492 | 173,080 | 145,412 | 318,492 |
| Moncton,..... | 1,913,397 | 779,090 | 384,879 | 394,211 | 779,090 |
| Shediac,..... | 2,611,682 | 484,065 | 132,356 | 351,709 | 484,065 |
| Point du Chene,..... | 581,415 | 1,189,754 | | 1,189,754 | 1,189,754 |
| Way Stations,..... | 2,034,310 | 3,818,712 | 758,276 | 3,060,436 | 3,818,712 |
| Bedeque, <i>via Priu-</i> | 3,200 | 6,350 | | 6,350 | 6,350 |
| <i>cess Royal</i> | | | | | |
| Richibucto, do. | 28,912 | | | 9,615 | 9,615 |
| Miranüchi, do. | 64,483 | 9,615 | | | |
| Totals,.... | 14,269,437 | 14,269,437 | 7,136,096 | 7,133,341 | 14,269,437 |

**Monthly Classified Recapitulation of Freight
Forwarded.**

| MONTHS. | First Class. | Second Class. | Third Class. | Fourth Class. | Special Rates. | TOTALS. |
|---------------|--------------|---------------|--------------|---------------|----------------|------------|
| August,..... | 334,098 | 204,650 | 267,306 | 1,745,891 | 1,396,551 | 3,948,496 |
| September,... | 286,307 | 264,629 | 210,512 | 1,283,103 | 920,695 | 2,965,246 |
| October,..... | 414,083 | 422,395 | 347,824 | 1,264,123 | 4,907,270 | 7,355,695 |
| Totals,.... | 1,034,488 | 891,674 | 825,642 | 4,293,117 | 7,224,516 | 14,269,437 |

Abstract of Locomotive Returns, for the year ending Oct. 1860.

| NAME. | CONSUMPTION OF | | | | MILEAGE OF CARS. | | | | | | Total Car Mileage. | Engine Mileage 1859. | |
|--------------------|-----------------|------------|---------|--------|------------------|---------|---------|---------|---------|---------|--------------------|----------------------|--------|
| | Hours in Steam. | Miles Run. | Wood. | Oil. | Tallow. | Waste. | A. | B. | C. | D. | | | E. |
| | | | | | | | | | | | | | |
| "Hudson," | 1,611 | 9,931 | 18,888 | 49.25 | | 109.00 | 3,567 | 3,581 | 6,211 | 23,164 | 46,879 | 83,402 | 5,191 |
| "Madoue," | 1,866 | 16,641 | 2,136 | 10.00 | 2.00 | 13.00 | 1,122 | 2,048 | 1,123 | 48,409 | 21,103 | 73,815 | 8,599 |
| "Sampson," | 2,113 | 13,711 | 26,106 | 57.75 | | 168.00 | 7,774 | 7,237 | 4,730 | 50,009 | 6,682 | 70,432 | 6,633 |
| "Saint John," | 2,674 | 11,833 | 5,042 | 29.50 | 26.00 | 110.50 | 350 | 321 | 412 | 33,706 | 28,806 | 63,575 | 14,490 |
| "Petitcodiac," | 2,831 | 19,169 | 10,105 | 40.00 | 50.00 | 87.50 | 5,332 | 3,850 | 4,406 | 107,569 | 288 | 121,445 | 14,477 |
| "Kennebecasis," | 2,815 | 9,370 | 7,125 | 29.00 | 58.00 | 64.00 | 1,015 | 1,000 | 1,021 | 11,575 | 20,940 | 35,551 | 9,685 |
| "Ansgance," | 3,393 | 20,695 | 30,193 | 106.50 | 163.25 | 183.50 | 14,887 | 12,257 | 16,335 | 71,537 | 16,755 | 131,771 | 11,346 |
| "Ossekeag," | 3,601 | 27,983 | 67,701 | 234.50 | 621.00 | 408.50 | 28,725 | 26,994 | 46,922 | 92,216 | 5 | 134,862 | 7,917 |
| "Loostauk," | 2,733 | 20,664 | 33,461 | 132.25 | 344.50 | 236.50 | 16,981 | 20,082 | 13,454 | 27,119 | 20,579 | 98,215 | 13,128 |
| "Apoahqui," | 4,202 | 26,467 | 42,401 | 121.25 | 302.00 | 237.50 | 15,574 | 14,751 | 20,036 | 116,035 | 6,742 | 173,138 | 4,677 |
| "Sussex," | 1,459 | 12,354 | 14,450 | 34.50 | 79.00 | 62.00 | 7,716 | 11,117 | 4,087 | 36,878 | 8,140 | 67,938 | 651 |
| "Prince of Wales," | 1,012 | 10,975 | 21,209 | 64.50 | 185.50 | 152.50 | 12,996 | 11,540 | 26,653 | 7,552 | 51 | 58,792 | |
| Totals, | 30,310 | 193,683 | 278,817 | 909.00 | 1731.25 | 1816.50 | 116,019 | 114,778 | 145,400 | 565,769 | 170,970 | 1,112,936 | 96,794 |

| RECAPITULATION. | | | | | | | | | | | | |
|-----------------|--------|---------|---------|--------|---------|---------|---------|---------|---------|---------|-----------|--------|
| Traffic, | 15,974 | 114,462 | 278,817 | 909.00 | 1731.25 | 1816.50 | 116,019 | 114,778 | 145,400 | 121,479 | 497,676 | 47,304 |
| Construction, | 14,336 | 79,221 | | | | | | | 444,290 | 170,970 | 615,260 | 49,490 |
| Totals, | 30,310 | 193,683 | 278,817 | 909.00 | 1731.25 | 1816.50 | 116,019 | 114,778 | 145,400 | 565,769 | 1,112,936 | 96,794 |

Statement showing the Name, Capacity, Mileage &c. of the several Locomotives.

| No. | NAME. | Size of Cylinders. | Diameter of Driving Wheels. | Capacity of Tender. | Makers. | When placed on Line. | Miles Run to date. |
|-----|--------------------|--------------------|-----------------------------|---------------------|-------------------------------|----------------------|--------------------|
| 1 | "Hercules," | 17x20 | 5 feet. | 1700 Gals. | Boston Locomotive Works | ..... | 17,648 |
| 2 | "Sampson," | 17x20 | 5 " | 1700 " | Boston Locomotive Works | ..... | 23,397 |
| 3 | "Saint John," | 12x20 | 4 " | 1200 " | Portland Co. Locomotive Works | 24th December, 1856. | 34,751 |
| 4 | "Kennebecasis," | 12x20 | 4 " | 800 " | Boston Locomotive Works | 15th December, 1857. | 25,814 |
| 5 | "Petcodiac," | 14x22 | 5 " | 1500 " | Boston Locomotive Works | 1st January, 1858. | 46,970 |
| 6 | "Scaloue," | 14x22 | 5 " | 1500 " | Boston Locomotive Works | 1st January, 1858. | 31,658 |
| 7 | "Anagance," | 15x22 | 5½ " | 1700 " | Boston Locomotive Works | 3rd June, 1858. | 37,817 |
| 8 | "Loostauk," | 14x22 | 5½ " | 1600 " | Fleming & Humbert, | 31st August, 1858. | 35,900 |
| 9 | "Ossekag," | 15x20 | 5½ " | 1700 " | Fleming & Humbert, | 1st June, 1859. | 31,144 |
| 10 | "Apoquoqui," | 15x22 | 5½ " | 1700 " | Fleming & Humbert, | 29th August, 1859. | 31,144 |
| 11 | "Sussex," | 16x22 | 5½ " | 1280 " | Springfield Locomotive Works | 5th October, 1859. | 13,005 |
| 12 | "Prince of Wales," | 16x22 | 6½ " | 1700 " | Fleming & Humbert, | 17th July, 1860. | 10,976 |

LIST OF ROLLING STOCK.

12 First Class Passenger Cars.

6 Second Class do. do.

64 Freight Cars.

105 Platform Cars.

40 Ballast Cars.

19 Hand Cars.

4 Snow Ploughs.

4 Express Cars.

Statement,

Giving Names, Occupation and Remuneration of the several Employées in this Division of the Railway service.

| NAME. | OCCUPATION. | REMUNERATION. |
|----------------------------|---------------------------------|--------------------|
| Robert Marshall,..... | Accountant, | £150 per annum. |
| William Forster,..... | Telegraph Operator and Clerk, | £100 per annum. |
| <i>Saint John Station.</i> | | |
| Charles U. Hanford,.... | Station Master, | 10s. per day. |
| J. Henry Beck,..... | Freight Clerk, | 7s. 6d. per day. |
| John Doherty,..... | Clerk, | 6s. 3d. per day. |
| Alexander Brewster,... | Switchman, | 5s. 9d. per day. |
| Owen Sullivan,..... | Labourer, | 5s. per day. |
| James Rollston,..... | Labourer, | 5s. per day. |
| J. Pierce,..... | Watchman, | £6 10s. per month. |
| George McKilligan,.... | Baggage Master and Porter, | 6s. 3d. per day. |
| Deunis Moriarty,..... | Wood Sawyer, | 4s. per cord. |
| <i>Rothsay Station.</i> | | |
| William King,..... | Station Master, | 10s. per day. |
| Michael Shea,..... | Wood Sawyer, | 4s. 6d. per day. |
| <i>Ousekeag Station.</i> | | |
| George Flewwelling,.... | Station Master, | 10s. per day. |
| L. McLean,..... | Freight Clerk, | 6s. 3d. per day. |
| Andrew Gibson,..... | Switchman, &c., | 5s. per day. |
| <i>Norton Station.</i> | | |
| Richard Davidson,..... | Station Master & Tel. Operator, | £85 per annum. |
| <i>Apohaqui Station.</i> | | |
| A. Johnson, Jr.,.... | Station Master, | £60 per annum. |
| <i>Sussex Station.</i> | | |
| H. D. McLeod,..... | Station Master, | 10s. per day. |
| C. B. Taylor,..... | Freight Clerk, | 6s. 3d. per day. |

Continued.

| NAMES. | OCCUPATION. | REMUNERATION. |
|-------------------------------|-------------------------------|----------------------|
| <i>Sussex Station—CON.</i> | | |
| John Kilfoil, | Switchman, | 5s. per day. |
| James Quigley, | Pumper and Laborer, | 5s. per day. |
| Edward Farrell, | Laborer, | 5s. per day. |
| Thomas Corbett, | Pumper and Laborer, | 4s. 6d. per day. |
| John Lord, | Watchman, | £6 10s. per month. |
| <i>Penobscuis Station.</i> | | |
| William S. Stone, | Station Master, | £60 per annum. |
| <i>Anagance Station.</i> | | |
| Jacob Jodry, | Station Master and Tel. Oper. | £85 per annum. |
| <i>Peticodiac Station.</i> | | |
| W. W. Price, | Station Master, | £60 per annum. |
| <i>Salisbury Station.</i> | | |
| John S. Trites, | Station Master, | £100 per annum. |
| William Miller, | Switchman, | 5s. per day. |
| <i>Moneton Station.</i> | | |
| William Steadman, | Station Master, | £10 per month. |
| James Robertson, | Freight Agent, | £10 per month. |
| James Connell, | Switchman, | 5s. per day. |
| James Cummings, | Watchman, | £6 per month. |
| John Lynch, | Woodman and Pumper, | 4s. 6d. per day. |
| <i>Shediac Station.</i> | | |
| Robert Atkinson, | Station Master, | £12. 10s. per month. |
| J. W. J. Henderson, | Ticket Agent, | £20 per annum. |
| <i>Pt. DuChene Station.</i> | | |
| Jacob Steeves, | Freight Agent, | £12 10s. per month. |
| R. Moore, | Switchman, | 4s. 6d. per day. |

Continued.

| NAMES. | OCCUPATION. | REMUNERATION. |
|-------------------------------------|-----------------|---------------|
| <i>Train No. 1.</i> | | |
| James H. Bartlett,..... | Conductor. | 10s. per day. |
| Robert Bustin,..... | Baggage Master. | 6s. 3d. " |
| Robert Raimie,..... | Brakeman | 6s. 3d. " |
| <i>Train No. 2.</i> | | |
| Wm. B. Deacon,..... | Conductor, | 10s. per day. |
| Wm. Humbert,..... | Baggage Master, | 6s. 3d. " |
| Nelson Cannon,..... | Brakeman. | 6s. 3d. " |
| <i>Train No. 3.</i> | | |
| Wm. Gonce,..... | Conductor, | 10s. per day. |
| Robert Raimie,..... | Baggage Master, | 6s. 3d. " |
| John M'Ginley,..... | Brakeman. | 6s. 3d. " |
| <i>Train No. 4.</i> | | |
| Rendol W. Clinch,..... | Conductor, | 10s. per day. |
| Gavin Raimie,..... | Baggage Master, | 6s. 3d. " |
| John Purvis,..... | Brakeman. | 6s. 3d. " |
| <i>Train No. 5.</i> | | |
| James M. Decker,..... | Conductor, | 10s. per day. |
| Andrew Raimie,..... | Baggage Master, | 6s. 3d. " |
| William Balmister,..... | Brakeman. | 6s. 3d. " |
| <i>TRACK— Western Division.</i> | | |
| William Raimie,..... | Track Master. | 10s. per day. |
| James Rafter,..... | Track Foreman. | 6s. 6d. " |
| Five | Trackmen. | 4s. 6d. " |
| Michael Dwyre,..... | Track Foreman. | 6s. 6d. " |
| Six | Trackmen. | 4s. 6d. " |
| Jesse Bennett,..... | Track Foreman. | 6s. 6d. " |
| Five | Trackmen. | 4s. 6d. " |

Continued.

| NAME. | OCCUPATION. | REMUNERATION. |
|--------------------------|-----------------------------|--------------------|
| <i>TRACK—</i> | | |
| <i>Eastern Division.</i> | | |
| Samuel McKean,..... | Track Master. | 10s. per day. |
| James Ponton,..... | Track Foreman. | 6s. 6d. " |
| Four | Trackmen. | 4s. 6d. " |
| Wm. Stevenson,..... | Foreman. | 6s. 6d. " |
| Five | Trackmen. | 4s. 6d. " |
| Z. Lord,..... | Locomotive Foreman. | £20 per month. |
| James Taylor,..... | Machinist. | 8s. per day. |
| J. Williams,..... | Do. | 10s. " |
| M. Wakefield,..... | Do. | 9s. " |
| A. Stronach,..... | Do. | 9s. 6d. " |
| J. Sayer,..... | Do. | 8s. 4d. " |
| J. Holland,..... | Do. | 9s. 6d. " |
| J. Roddick,..... | Do. | 5s. 6d. " |
| George Wayne,..... | Do. | 5s. " |
| Wm. Boardman,..... | Coppersmith. | 9s. " |
| Charles Patterson,..... | Blacksmith. | 7s. " |
| H. Cochrane,..... | Do. | 6s. 3d. " |
| H. Sutton,..... | Helper. | 4s. 6d. " |
| H. Brown,..... | Do. | 5s. " |
| George Taylor,..... | Carpenter | 6s. 3d. " |
| William Duncan,..... | Car Inspector and Repairer. | 6s. 3d. " |
| J. Watson,..... | Oiler and Packer. | 2s. 6d. " |
| J. Knowles,..... | Car Cleaner. | 5s. " |
| J. Clayton,..... | Labourer. | 5s. " |
| Christopher Gaynor,.... | Do. | 4s. 6d. " |
| Wm. Witherall,..... | Do. | £6 15s. per month. |
| J. Hilson,..... | Pumper. | 5s. per day. |
| Nelson Rand,..... | Driving Stationary Engine. | 3s. 6d. " |
| O. S. Smith,..... | Engine Driver. | £15 per month. |
| Henry A. Whitney,.... | Do. | £15 " |
| R. M. Stevens,..... | Do. | £15 " |
| Allan Rand,..... | Do. | £14 " |
| Wm. Aiken,..... | Do. | £14 " |
| Jos. H. Moore,..... | Do. | £14 " |
| George Smith,..... | Do. | £14 " |
| David Sinclair,..... | Do. | £14 " |
| John Fogarty,..... | Fireman. | £7 10s. " |
| Philip Logan,..... | Do. | £7 10s. " |
| John Stewart,..... | Do. | £7 10s. " |
| Robert James,..... | Do. | £7 10s. " |
| Thomas Thorp,..... | Do. | £7 10s. " |
| William Bacon,..... | Do. | £7 10s. " |
| Frederick Hartshorn,... | Do. | £7 10s. " |
| Edward House,..... | Do. | £7 10s. " |
| Robert M'Phee,..... | Do. | £7 10s. " |
| J. Wright,..... | Cleaner. | £6 15s. per month. |
| Thomas Ford,..... | Do. | £6 15s. " |
| James M'Dermott,..... | Do. | £6 15s. " |

Continued.

| NAMES. | OCCUPATION. | REMUNERATION. |
|------------------------|--------------|-------------------|
| John Jenner,..... | Cleaner. | £6 15s per month. |
| John Henson,..... | Do. | £6 15s. " |
| Peter Douglas,..... | Do. | £6 15s. " |
| William Mulligan,..... | Do. | £6 15s. " |
| Alexander Donald,..... | Do. | £6 15s. " |
| H. Thompson,..... | Do. | £6 18s. " |
| J. Wilson,..... | Do. | 4s. 6d. per day. |
| Charles Sloan,..... | Laborer. | |
| S. Watson,..... | Storekeeper. | 6s. 8d. per day. |
| A. McNaughton,..... | Clerk. | 6s. 3d. " |

It will be seen that a loss of £263 11s. 3d. has been incurred in operating Shediac Division for the nine months ending 31st July last; that £6,234 1s. is the surplus on St. John Division for the same period; and that £4,525 17s. 3d. is the gain for the last three months of the year—during which time the entire line between St. John and Pt. Duchene was operated. The nett revenue for the year above working expenses, as shewn, is £10,496 7s. or \$41,985 40.

A reference to the following statement will show the increase the past as compared with the previous fiscal year.

| MONTHS. | PASSENGERS. | | FREIGHT. | | LOCOMOTIVES AND CARS. | | SUNDRIES. | |
|-----------------|----------------|--------------|------------|-------------|-----------------------|-------------|-----------|----------------|
| | 1859. | 1860. | 1859. | 1860. | 1859. | 1860. | 1859. | 1860. |
| | November,..... | £281 10 3 | £1,050 6 3 | £253 5 3 | £813 13 8 | £572 0 0 | £851 7 6 | £ 8 16 10 | £186 4 3 |
| December,..... | 145 2 3 | 845 6 3 | 82 14 11 | 551 5 9 | 438 0 0 | 596 10 0 | 14 11 9 | 33 9 9 |
| January,..... | 99 14 3 | 570 15 10 | 11 10 9 | 371 0 7 | 255 15 0 | 187 10 0 | .. .. . | 29 17 9 |
| February,..... | 98 12 10 | 494 11 5 | 86 8 4 | 612 12 0 | 250 0 0 | 1 5 0 | .. .. . | 30 17 6 |
| March,..... | 170 3 8 | 612 17 6 | 59 2 10 | 532 9 2 | 321 0 0 | 181 5 0 | .. .. . | 8 0 31 3 3 |
| April,..... | 228 15 1 | 648 13 4 | 119 6 0 | 564 4 6 | 410 0 0 | 516 10 0 | .. .. . | 6 9 0 40 1 6 |
| May,..... | 298 11 7 | 872 19 6 | 169 13 3 | 780 16 5 | 378 0 0 | 747 10 0 | .. .. . | 7 4 11 46 0 9 |
| June,..... | 690 19 6 | 917 2 7 | 330 12 11 | 819 10 5 | 475 13 1 | 695 16 9 | .. .. . | 3 8 3 42 16 6 |
| July,..... | 800 1 8 | 1,120 9 7 | 342 17 2 | 818 18 3 | 512 17 10 | 636 5 0 | .. .. . | 10 6 3 39 7 0 |
| August,..... | 952 13 0 | 2,942 2 2 | 361 15 11 | 724 14 10 | 694 13 8 | 505 12 6 | .. .. . | 4 12 9 72 10 9 |
| September,..... | 1,498 15 10 | 1,950 17 6 | 354 8 6 | 713 1 10 | 734 10 0 | 602 10 0 | .. .. . | 9 19 6 105 6 3 |
| October,..... | 629 4 9 | 1,751 10 7 | 760 11 6 | 1,167 11 7 | 556 7 6 | 523 17 6 | .. .. . | 6 6 0 105 1 0 |
| Totals,..... | £5,804 4 8 | £13,777 12 6 | £2,922 7 4 | £8,459 19 0 | £5,998 17 1 | £6,045 19 3 | £72 6 0 | £762 16 3 |

RECAPITULATION OF TOTALS.

| SOURCE. | INCREASE. | |
|----------------------------|-------------|--------------|
| | 1859 | 1860. |
| Passengers,..... | \$23,216 93 | \$53,110 50 |
| Freight,..... | 11,689 47 | 33,879 80 |
| Locomotives and Cars,..... | 23,995 41 | 24,183 55 |
| Sundries,..... | 289 20 | 3,651 25 |
| Totals,..... | \$59,191 01 | \$116,225 40 |
| | | \$57,024 39 |

In order to arrive at proper conclusions concerning the foregoing Table it is necessary to remember the dates at which the several extensions were completed for Traffic. They are as follows :—

| | | |
|----------------------------------|-----------------|----------------------|
| Point DuChene to Moncton, . . . | 19 Miles, . . . | 20th August 1857, |
| St. John to Kennebecasis, . . . | 9 " . . . | 1st June, 1858. |
| St. John to Hampton, | 23 " . . . | 8th June, 1859. |
| St. John to Sussex, | 44 " . . . | 10th November, 1859. |
| St. John to Point DuChene, . . . | 108 " . . . | 1st August, 1860. |

The results thus exhibited are very encouraging, but I am persuaded a still more satisfactory surplus will be shown under altered circumstances.

When it is remembered that the Traffic, in both Freight and Passengers, has hitherto, for the most part, been merely *local* in its character, and *that* by no means developed—that the 108 miles between St. John and Point DuChene will now be operated for the whole year for the first time—that persons are but beginning to avail themselves of the advantages this mode of communication certainly gives—that no sufficient opportunity has as yet been afforded to establish the *through* business which promises to follow proper and efficient steam communication in the "Gulf," during the open-water season of the year—that the Rolling Stock employed in the service of the Contractors in the construction of the Railway, has been continually subjected to usage of the most severe and trying character—that the "wear-and-tear" is esteemed to be at least twofold greater than when employed in running the ordinary Traffic Trains, and that the same amount of duty performed in the legitimate business of the Road would have produced results immeasurably in advance of the Receipts here given, and at comparatively less expense, I think large anticipations in the future may be justified, particularly now that the completion of the Railway will enable the Commissioners to devote their best energies to means adapted for developing the Traffic.

As the Railway, through from Saint John to Point DuChene, was opened for Traffic on the first day of the last quarter of the fiscal year, the following statement, prepared to show the Receipts and Expenses, with nett Revenue, at the close of the quarters ending respectively on the last days of the months of January, April, July and October, may not be uninteresting.

| DATE. | RECEIPTS. | EXPENSES. | NETT REVENUE. | REPEATED. |
|-----------------|-------------|------------|---------------|-------------|
| January 31..... | £6,087 7 7 | £3,660 8 1 | £2,426 19 6 | \$9,707 90 |
| April 30..... | 4,266 10 2 | 3,522 7 2 | 744 3 0 | 2,976 60 |
| July 31..... | 7,537 12 9 | 4,738 5 6 | 2,799 7 3 | 11,197 45 |
| October 31..... | 11,164 16 6 | 6,638 19 3 | 4,525 17 3 | 18,103 45 |
| Totals,..... | 29,056 7 0 | 18,560 0 0 | 10,496 7 0 | \$41,985 40 |

The Shediac Division, it will be remembered, was not operated, but for a few days during the quarter ending 30th April, nor for six weeks prior to the commencement thereof, whilst at Saint John the engines and cars were being put in order for the summer's work on construction. The expenses could not be lessened, and their earnings were nominal.

The Passenger Statement shows the number carried, East and West, from the different Stations, during the several months of the year, as well as the proportion of first and second class.

The number carried *one mile*, the average distance travelled by each, and the average receipts each per mile, on both Divisions, for the nine months, and through subsequent to the 1st August, is given in the following statement:—

| SPECIFICATION. | SHELDIAH DIVISION. | ST. JOHN DIVISION. | THROUGH. | Both Divisions and through Line, from 1st Nov. '59, to 31st Oct. '60. | | |
|--|---|---|---|---|----------------------------|-----------------------|
| | <i>From 1st Nov. '59, to 31st July '60.</i> | <i>From 1st Nov. '59, to 31st July '60.</i> | <i>From 1st Aug. '60, to 31st Oct. '60.</i> | | | |
| | From all Stations. | From all Stations. | From all Stations. | From Principal Stations. | Way Stations and Pic Nics. | All Stations. |
| No. Passengers one mile, . . . | 78,612 | 1,198,547 | 1,533,764 | 2,303,998 | 506,925 | 2,810,923 |
| Average miles trav'ld by ea. | 14.54 | 19.45 | 18.26 | 24.33 | 9.00 | 18.61 |
| Average rec'pts in cents from each $\frac{1}{3}$ mile. | $\frac{24972}{10000}$ | $\frac{22207}{10000}$ | $\frac{17328}{10000}$ | $\frac{2272}{1000}$ | $\frac{16576}{10000}$ | $\frac{19605}{10000}$ |

The fiscal year ending 31st October, 1859, compares—

Number of passengers carried, 110,581

“ carried one mile, 1,187,591

Average number miles travelled by each, . . . 10.74

Receipts in cents each per mile, $\frac{19549}{10000}$

Thus it will be seen that the excess the *past* over the *previous* year has been in the—

Number of passengers carried, 40,419

Number carried one mile, 1,623,332

Average number miles travelled by each, . . . 7.87

Average receipts in cents permile from each, $\frac{56}{10000}$

I am not enabled to give the weight of Freight carried the *past year*. It was not until the line was opened through in *August*, that arrangements were completed to record the same. Since *then*, however, the record has been kept, and the result is given in the statement of Freight received and forwarded.

It will be observed that the "Inward" and "Outward" freight balance, the quantity *received* being equal to that *forwarded*. It is interesting to observe that the quantity sent *East* exceeds that forwarded *West* but by 3,755 lbs.

The Weight and Receipts per mile is as follows for the quarter ending 31st October, 1860:—

| | |
|--|---------------------------|
| Tons Freight conveyed one mile,..... | 266,885 |
| Average receipts per ton,..... | \$1 46 $\frac{84}{10000}$ |
| Average receipts (in cents) per mile,..... | $\frac{39056}{10000}$ |
| Tons freight (between terminal stations) conveyed one mile,..... | 1 56 |
| Average receipts (in cents) per ton per mile,.... | $\frac{32115}{10000}$ |

The average rate per ton per mile, as above given, exceeds the average in Massachusetts by about 2-5ths of a cent, whilst the *through* average is less by about 4-5ths. There is a difficulty in arriving at the weight of car loads of lumber, pig iron, coals, and other heavy articles carried by the car load. I have no doubt the weight actually carried during the quarter largely exceeds the amount specified; as in no case could car loads be estimated at *more* than the tariff permits, viz., 18,000 lbs. A track scale is much needed.

The incomplete character of the Locomotive Returns, as shewn in the Abstract (see page 30), is caused by the Engines and Cars being "*found*" by the Contractors when in their service. As remarked in a former Report, no complete statement of this kind, or indeed of the expenses, can be made, unless the stores are supplied from *one* source. Sufficient, however, is given, to shew what the traffic trains have done. Henceforth, as the contracts are completed, no inconvenience will be felt from this cause. The com-

parative operations of the Engines for 1859 and 1860, are given in the following statement, which shews in addition to the *miles run* in each service in each year, the Receipts and Expenses, and the same per mile run; the average number of cars drawn a mile (or in train); and the miles run to a specified quantity of Wood, Oil, and Waste:—

| SPECIFICATION. | 1860. | 1859. |
|--|--------------|-------------|
| Miles Run by Traffic Trains,..... | 114,462 | 47,304 |
| Miles Run by Construction Trains,..... | 79,221 | 49,490 |
| Total Miles Run,..... | 193,683 | 96,794 |
| Receipts from all sources,..... | \$116,225.40 | \$59,191.01 |
| Expenses,..... | 74,240.00 | 36,010.50 |
| Nett Earnings,..... | 41,985.40 | 23,180.51 |
| Average Receipts in cents, per mile run,—Traffic, .. | 80.41 | 74.40 |
| “ “ “ “ Construe. | 30.52 | 48.48 |
| “ “ “ “ Both, ... | 60.00 | 61.15 |
| Average Expenses in cents per mile run,..... | 38.33 | 37.20 |
| Nett Earnings in cents,..... | 21.67 | 23.95 |
| Average No. miles run to one hour in Steam,—Traffic, | 7.16 | 5.56 |
| “ “ “ “ Con.'n, | 5.52 | 3.52 |
| “ Cars to one mile run,—Traffic,..... | 4.34 | 3.08 |
| “ “ “ “ Construction,... | 7.76 | 7.80 |
| “ miles to one cord Wood,—Traffic,..... | 52.54 | 42.29 |
| “ “ one gallon Oil, “ | 97.33 | 64.34 |
| “ “ one lb. Waste, “ | 63.03 | 41.78 |

It will thus be seen that a marked reduction has been made in working the Traffic Engines the past year; and as the consumption of Wood, Oil, and Waste, constitute the principal items of expense therefor, I propose, now that the completion of the road will permit its being done with effect, to issue a monthly circular, so soon as the arrangements can be completed, giving the duty performed by each Engine, and the expense of the several items in connexion therewith. This will tend to excite an honorable emulation amongst the Engineers; and I am persuaded a largely increased reduction in the expenses of running the Engines will be the result.

During the year, the average speed of Traffic Trains has been:—

For the first Nine Months—

| | |
|------------------------------|---------------------|
| Including stoppages, | 17½ miles per hour. |
| Without stoppages, | 25 " " |

For the last Three Months—

Mail and Express Trains—

| | |
|------------------------------|---------------------|
| Including stoppages, | 19¾ miles per hour. |
| Without stoppages, | 27 " " |

Mixed Passenger and Freight Trains—

| | |
|------------------------------|---------------------|
| Including stoppages, | 13½ miles per hour. |
| Without stoppages, | 21 " " |

The time prescribed to be taken to run between the terminal Stations has been—in the case of Morning Trains, 5½ hours; and in that of the mixed Trains, 8 hours.

As applicable to this subject, and the economy which should at all times be one of the governing features in the running of Trains, the following extract from the Report upon the N. Y. & E. R. R. for 1855, by D. C. M'Callum, Esq., its well-known and efficient General Superintendent, and which document now bears a standard character, may not be deemed inopportune:—

"In the transaction of a passenger traffic, great speed forms an important item of cost, the high rate of which is governed by what frequently proves to be a ruinous competition, in which the hazard of passengers, and liability of Railroad Companies, are increased in equal ratio.

"It has been stated authoritatively, that the cost of running a train is increased nearly as the square of the speed; for the correctness of which, experience will not permit me to vouch; but I may be allowed to venture the remark, that the present rates of fare do not generally compensate for the large capital invested, and the enormous expense incurred. And I have no doubt, that the speed usually adopted has an important influence in producing this result.

"In estimating the effect of high rates of speed in the cost of operating a road, it is not sufficient to count only the expense involved by the expenditure of the greater power required, and the additional wear and tear of the roadway and machinery; as these, though by no means unimportant items, may be considered as such, when compared with the uncertain contingencies growing out of it; prominent amongst which are the delays caused by the increased liability of not reaching the stations at the time prescribed, and the accidents resulting from the effort to do so.

"Where the Time Table is so arranged as to call for speed nearly equal to the full capacity of the engine, it is very obvious that the risks of failure in "making time" must be much greater than at reduced rates; and when they do occur, the efforts made to gain time must be correspondingly greater and uncertain.

"A single example will suffice to shew this. A train whose prescribed rate of speed is thirty miles an hour, having lost five minutes of time, and being required to gain it, in order to meet and pass an opposing train at a station ten miles distant, must necessarily increase its speed to forty miles an hour; and a Train whose prescribed rate of speed is forty miles an hour, under similar circumstances must increase its speed to sixty miles an hour; in the former case it would probably be accomplished, whilst in the latter it would probably result in failure; or if successful, it would be so at a fearful risk of accident. But a failure in either case would have the effect of retarding the

movement of the opposing Train, deranging the time of those of the same and of an inferior class in both directions, involving perhaps on the part of the latter the necessity of similar struggles for time, and thus may prove the primary cause of accident to all trains whose movements may be affected thereby. This is more particularly the case in operating lines where the aid of the telegraph is not brought into requisition.

“Prudence would certainly dictate, that instead of encountering such risks, trains should rather wait, and passengers suffer the inconveniences of detention; but it must be borne in mind, that the temptations to proceed are great, as it frequently happens that a loss of a few minutes at certain points may so derange the running of trains, as on the entire trip to involve the hindrance of hours; add to which the complaints of passengers for what they may conceive to be want of exertion and unnecessary delay; for it is notorious, that no more allowance is made for failing to “make time” where the speed is forty miles an hour, than in cases where it is only half that rate. Trains seldom run too fast to suit passengers, and Railroad Companies are apt to attempt the gratification of travellers at the expense of better judgment. Reasonable speed and regularity are much more desirable than high speed and its attendants, irregularities and delay, which are frequently produced by the introduction of one fast train only.”

He further remarks, with regard to the economical management of a Freight Traffic, amongst other things, that the speed should be reduced to the *lowest* standard consistent with the exigencies of business.

I have no accidents to report. No instance has occurred by which any of the passengers have been injured; and except in a few cases where some of the employés have had fingers bruised, or portions of the Rolling Stock has sustained trifling injury, the Road, so far as the Traffic Engines and Trains are concerned, *has been entirely exempt from accident of any kind.*

The arrangement entered into with the Telegraph Companies, by which the Railway is enabled freely to use the

wires between St. John and Shediac, and the intermediate telegraph stations, (viz., Ossekeag, Norton, Sussex, Anagance, Salisbury, and Moncton,) has proved of great service to the latter in the transaction of its business. To Mr. Stevens, the Superintendent, and the operators generally, I willingly acknowledge the many obligations we are under, for the courtesy and consideration at all times manifested in their intercourse with the officers of the Railway, and for the preference ever freely accorded in the transmission of important messages. But whilst thus desirous to acknowledge the benefit which the Railway has derived from the arrangement spoken of, it by no means proves that such facilities will continue to be sufficient for its future business. Five months experience in working the through line, has convinced me that the introduction of the telegraph into all principal Stations, and the qualification of all Station Agents to be operators, is of the *first importance*; for whilst every possible care has been, and will continue to be taken, every reasonable facility should be afforded a Superintendent, without chance of interruption, to remedy *errors* to which *all* are liable, and which any amount of forethought and consideration might possibly be powerless to prevent.

The Rolling Stock has been increased the past year, by the addition of—

One Engine,
 One 16-wheel First Class Passenger Car,
 Four Express, Mail, and Baggage Cars,
 Forty-seven Freight Box Cars,
 Thirty-one Freight Platform Cars,
 One Snow Plough, and
 Five Hand Cars.

The Engine was built at the Foundry of Messrs. Fleming & Humbert; and the Cars and Snow Plough, (except the Hand Cars, which were made at the Railway Machine Shop, Shediac,) were built at the factory of Mr. Frederick James.

The list of employés, as here furnished, shows the staff as constituted on the 31st October last; since then, however, some changes have been made, which it may not be out of place here to note.

C. B. Taylor, Freight Clerk at Sussex, has been made Station Master at Rothsay, vice Wm. King resigned; the situation occupied by the former being abolished. H. W. Baldwin has been appointed Station Master at Shediac, in the room of Robert Atkinson. J. Corbett has been removed from Sussex to Anagance. L. M'Lean, J. Quigley, and Edward Farrell, have been removed, their services not being required. In the Locomotive Department, the services of H. Sutton, H. Brown, Edward House, Peter Douglas, Wm. Mulligan, Alexander Donald, and H. Thompson, not being needed, have been dispensed with; and George Smith, Engine Driver, has resigned.

The Freight Agent and Switchman's services at Point Duchene not being required after the close of navigation in the Gulf of St. Lawrence, are dispensed with for the winter.

The salaries of the Station Masters at the following places have been fixed, to take effect from 1st November last:—

| | | |
|---------------------|------|------------|
| Rothsay, | £60 | per annum. |
| Ossekeag, | £100 | “ |
| Sussex, | £125 | “ |
| Moncton, | £80 | “ |
| Shediac, | £125 | “ |

Mr. George Watkin, the Locomotive Foreman at St. John prior to 1st August last, having been appointed to superintend the Rolling Stock repairs for the whole road, served up to 15th October last, when he resigned, and Mr. Z. Lord, the former Locomotive Foreman for Shediac Division, was appointed in his place, and now serves in that capacity. To both these gentlemen is the Railway indebted for the zeal, promptitude, and cheerfulness, with

which their responsible and important duties have ever been performed.

I may here say, indeed, that, generally, the whole staff, without distinction, have manifested a degree of alacrity and faithfulness in the performance of their several duties, and an amount of interest for the success of the Railway, which is worthy of all praise.

Care has been taken to define the position of officers and men, that each may understand his responsibility, and perform his duty.

Each is required to be answerable and receive orders from his *immediate superior only*, who is required to be prompt in reporting all derelictions of duty, that evils may be at once corrected.

Care has generally been taken—whilst deeming it requisite and necessary to secure the largest possible amount of information in all its details in every branch of the service under my control—not to interfere with or lessen the influence of subordinate officers.

The interest and zeal generally manifested, I am persuaded, is in some measure the result of the adoption of this course.

In anticipation of the change in the currency laws coming into operation on the first of the present fiscal year, the tariff was, on the opening of the line through in August last, made to conform; and the books have since gradually undergone an entire change. Advantage was taken of this circumstance to revise and improve the system, increase the checks, and lessen the labour incident thereto, which it was found would increase with the present year's business. The system may now be said to be complete, although doubtless other requirements will suggest improvements, and a large increased traffic will need

additional assistance to maintain the check (in the freighting department particularly), efficient and complete. A thorough audit of all transactions appertaining to this department of the service is kept in this office, and the principle of *personal accountability* has been strictly enforced.

A north-east gale in the month of October last did the wharf at Point Duchene material damage; the track for the entire length being carried over the western edge, and the ballast to the depth of two feet being removed by the action and severity of the storm. The trains were prevented traversing the wharf for several days, and it was found impossible then to do more than make temporary repairs, it being supposed that the opening of the spring would enable it to be done to greater advantage, particularly as some alterations would be requisite, in order to render it secure in the future, and provide additional track and freighting accommodation.

The steamer "*Arabian*," to and from Quebec and intermediate ports, connected regularly each fortnight with the Railway at Point Duchene, and the steamer "*Westmorland*" made the usual trips to and from Bedeque and Charlottetown and Pictou twice per week each way. In addition to this, the steamer "*Princess Royal*" was placed on the route between the Railway Terminus and Richibucto and Miramichi twice, and Bedeque once per week each way, under an arrangement with the Railway, whereby reduced rates for through passengers and freight were charged. This arrangement gave general satisfaction; but the season being far advanced when this boat was put upon the route, and the irregularity consequent, does not enable me to speak definitely of the success of the enterprise. Sufficient has however transpired to shew that the almost entire trade of the North Shore of New Brunswick and Prince Edward Island, which has hitherto found its way through Canso to other places, may, with proper

facilities and inducements, be brought over the line to or through St. John. It is the intention of the owners of this steamer, I have understood, to make one trip per week the ensuing season to the harbour of Cascumpee, situate on the northern side of Prince Edward Island. This place is the resort and head quarters of over five hundred American fishing vessels, and it is estimated, on good authority, that over 30,000 barrels of fish, with the consequent return freights, may be secured from this place alone.

Of the importance of advertising extensively and judiciously, I deem it unnecessary to speak.

A connection by rail with the water at Salisbury is needed, in order to enable the accumulation (at the head of tide water) of deals and other lumber, from the several mills and privileges on the various tributaries of the Peticodiac River, being brought to market with facility.

The freight accommodation at St. John is entirely too limited. It is not sufficient for the present business, and is totally inadequate to the *moving* capacity of the road. Suitable room for this purpose, and the extension to the water, is requisite and necessary to facilitate its operations; and the want thereof causes expense, inconvenience, and delay.

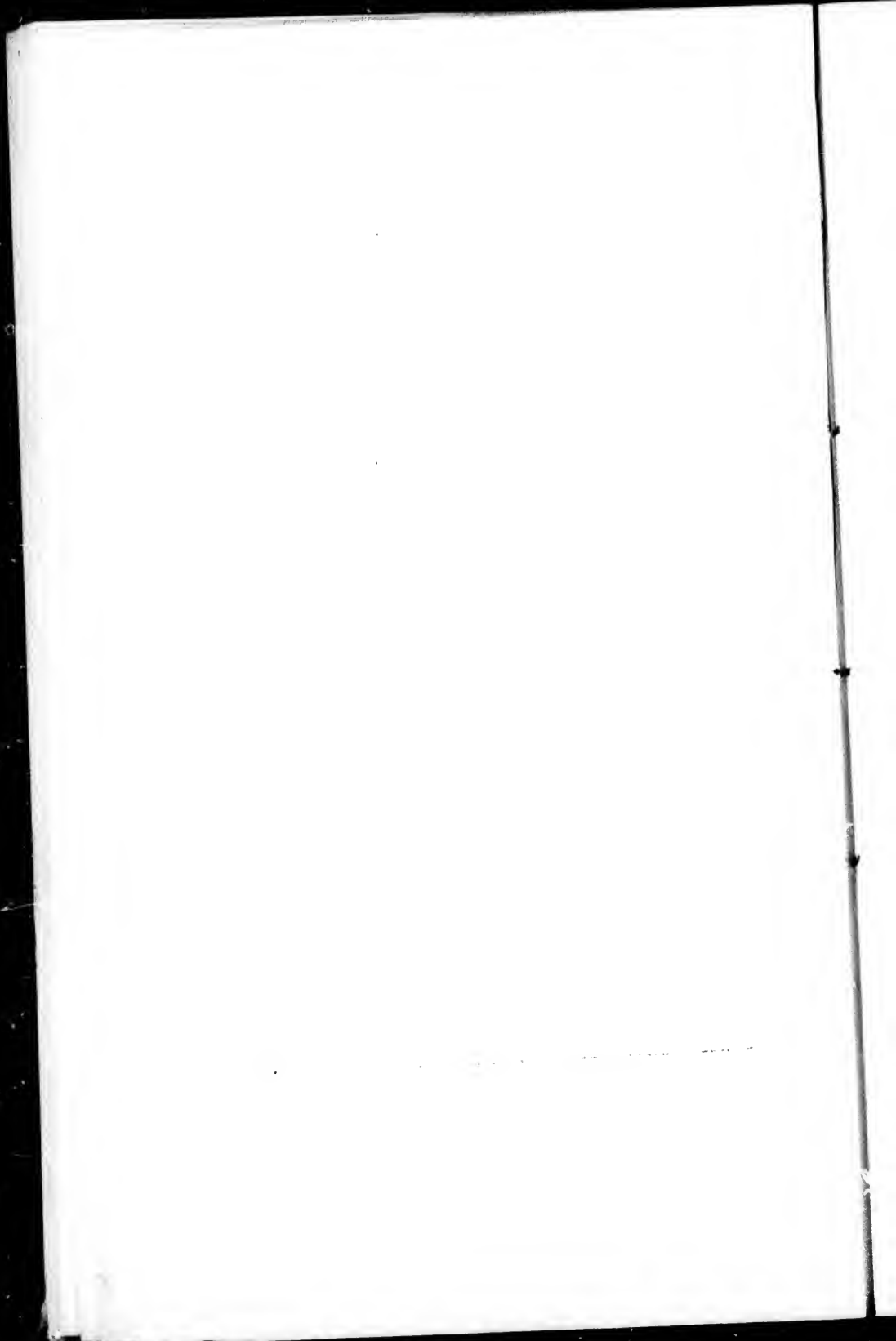
This enterprise to the people of this country is a new experiment, and prudence, forethought, economy, and judgment, should be used in its management. This being the case, may we not reasonably suppose, as its advantages are appreciated and understood, the result will exceed their highest anticipations.

I have the honor to be,

Sir,

Your obedient servant,

L. CARVELL.



Statement of Land Damage Claims.

| DATE. | CLAIMANT. | | Award by Appraisers. | Award by Commiss'rs. |
|-----------|----------------------------|--|----------------------|----------------------|
| 1859. | | | | |
| Nov. 12. | R. McLeod, | { Borrow Pit, and } { Stream diversion. } | | £45 0 0 |
| — 15. | G. Secord, | Borrow Pit, | £80 0 0 | |
| — 30. | H. Perkins, | Stream Diversion, | 10 0 0 | |
| | S. Renshaw, | Gates, &c. | | 4 0 0 |
| | D. Buchanan, | Land Damage, | 10 0 0 | |
| | J. Johnston, | Gates, | | 3 11 10 |
| | Thos. Purvis, | Stream Diversion, | | 21 5 0 |
| | C. Anderson, | Land Damage & Crossing, | | 40 0 0 |
| | — Hope, | Borrow Pits, | | 10 0 0 |
| | J. Bennett, | Crossing, | | 12 10 0 |
| | D. Porter, | Do. | | 1 10 0 |
| | J. Palmer, | Borrow pit & Road diver'n | | 110 0 0 |
| | S. Harvey, | Land Damage, | 90 0 0 | |
| | C. Roach, | Crossing, | | 10 0 0 |
| | P. Doherty, | Land Damage, | 12 10 0 | |
| 1860. | | | | |
| Jan. 10. | W. Anderson, | Borrow Pit, | | 10 0 0 |
| — 11. | W. Hope, | Do. | | 30 0 0 |
| — 31. | R. M'Vey, | Land Damage, | 75 0 0 | |
| | J. Read, | Do. | | 25 0 0 |
| | H. V. Crundall, | Borrow Pit, | | 10 0 0 |
| Feb'y. 4. | D. Porter, | Land Damage & Crossing, | | 33 0 0 |
| Mar 14. | Thos. Purvis, | Gates, | | 4 0 0 |
| — 31. | E. Steeves, | Land Damage & Crossing, | | 200 0 0 |
| April 18. | W. Anderson, | Ballast Pit and Crossing, | | 66 13 4 |
| — 23. | T. L. Nixon, | Borrow Pit, | | 132 13 1 |
| — 26. | Thos. Vincent, | Crossing, | | 25 0 0 |
| — 27. | P. O. Kane, | Do. | | 19 0 0 |
| May 2. | C. Anderson, | Ballast Pit, | | 138 5 0 |
| — 26. | W. Alden, | Borrow Pit, | | 12 10 0 |
| — 31. | R. B. C. Weldon, | Do. | | 25 0 0 |
| June 10. | J. B. Dodge, | Land Damage, | | 10 0 0 |
| — 25. | J. M'Creedy, | Crossing, | | 45 0 0 |
| July 16. | J. Henderson, | Gates, | | 4 0 0 |
| — 19. | W. Keirstead, | Crossing, | | 5 0 0 |
| — 21. | W. Allen, | Gate, | | 4 0 0 |
| — 31. | G. Brown, | Crossing, | | 2 10 0 |
| | D. H. Wood, | Do. | | 13 5 0 |
| | R. Sproule, | Do. | | 2 0 0 |
| | D. Buchanan, | Do. | | 3 0 0 |
| | G. Steeves, | Do. | | 17 10 0 |
| | Geo. Gibson, | Do. | | 6 10 0 |
| Aug. 1. | W. R. M. Burtis, | Land Damage, | 75 0 0 | |
| | S. G. Fowler, | Do. | 6 5 0 | |
| — 15. | J. D. M. Keator, | Gates, | | 4 0 0 |
| | C. W. Till, | Land Damage, | 15 0 0 | |
| | B. Kinnear, | Removing House, | 90 0 0 | |
| — 17. | P. C. Shanahan, | Crossing, | | 34 5 0 |
| | Carried forward, | | £463 15 0 | 1,130 18 3 |

Statement of Land Damage Claims.

[CONTINUED.]

| DATE. | CLAIMANT. | | Award by Appraisers. | Award by Commiss'rs. |
|----------|---|-------------------------|----------------------|----------------------|
| 1860. | | <i>Brought forward,</i> | £463 15 0 | 1130 18 3 |
| Aug. 17. | Thos. Cother,..... | Gates,..... | | 4 0 0 |
| | Thos. Purvis,..... | Land Damage,... | 200 0 0 | |
| | M. A. Travis and others, | Do. | 75 0 0 | |
| | D. F. Wood,..... | Crossing,..... | | 27 16 0 |
| | J. S. Raymond,..... | Land Damage,... | 7 10 0 | |
| | A. C. Evanson,..... | Do. | 50 0 0 | |
| | G. M. Campbell,..... | Do. | 50 0 0 | |
| | R. L. Hazen,..... | Do. | 50 0 0 | |
| Sept. 4. | G. A. Morton,..... | Do. | | 50 0 0 |
| — 10. | P. King,..... | Do. | | 25 0 0 |
| — 14. | W. Rupert,..... | Do. | | 5 0 0 |
| — 19. | James Stack,..... | Do. | 25 0 0 | |
| — 21. | C. McCreedy,..... | Gates, &c..... | | 9 0 0 |
| | J. Dobbin,..... | Do. | | 4 0 0 |
| | G. A. Morton,..... | Do. | | 4 0 0 |
| | W. Somers,..... | Crossing,..... | | 25 0 0 |
| Oct. . . | John Ruland,..... | Ballast Pit,..... | | 25 0 0 |
| — . . | James Ruland,..... | Do. | | 25 0 0 |
| — 16. | J. M'Leod,..... | Gates,..... | | 4 0 0 |
| | A. B. Sproule,..... | Gates & Crossings, | | 13 5 0 |
| — 25. | Lewis Burns,..... | Land Damage,... | 100 0 0 | |
| — 26. | J. Crundall,..... | Borrow Pit,..... | | 8 0 0 |
| | U. Nicholl,..... | Crossing,..... | | 8 0 0 |
| | T. L. Nixon,..... | Land Damage,... | | 5 0 0 |
| | | | | 1372 19 3 |
| | Paid Recording fees and Law Expenses, | | | 69 3 8 |
| | Appraisers' Account,..... | | | 1020 1 5 |
| | Crossings, &c., made by Contractor, as per their contracts, now classified,..... | | | 827 10 9 |
| | | | £1021 5 0 | 3289 15 1 |

RECAPITULATION.

| | |
|---|-------------------|
| Amount paid by Commissioners,..... | £1,372 19 3 |
| “ “ by Appraisers,..... | 1,021 5 0 |
| Recording Fees and Law Expenses,..... | 69 3 8 |
| Appraisers' Account,..... | 1,020 1 5 |
| Crossings, &c., made by the Contractors,..... | 827 10 9 |
| | <u>£4,811 0 1</u> |

