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Dominion of Canada.

DEPARTMENT OF PUBLIC WORKS.



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REPORT OF THE MANAGER

OF THE

05-03-75

European and North American Railway Co.

FOR THE YEAR ENDING

30th June, 1868,



SAINT JOHN, N. B.:

PRINTED BY WILLIS & DAVIS, CANTERBURY STREET.

1869.

EUROPEAN

**To the Honorable
WILLIAM**

SIR—

I have the honor
of this Railway for

Having succeeded
tendent on the 1st
months of the year

Until the 1st
trolled by a Board
relieved, the manage
tion of the Department

This Railway
"Union Act," pro
trol of the Department
financial conditions

It was brief

EUROPEAN AND NORTH AMERICAN RAILWAY.

GENERAL MANAGER'S OFFICE,

St. John, N. B., 21st October, 1868.

To the Honorable

WILLIAM McDOUGALL, C. B.,

Minister of Public Works.

SIR—

I have the honor to submit, as directed, a Report of the operations of this Railway for the fiscal year ending 30th June, 1868.

Having succeeded Mr. J. Edward Boyd, C. E., as General Superintendent on the 1st Sept., 1867, my personal supervision covers but ten months of the year.

Until the 19th February last the operations of the Road were controlled by a Board of three resident Commissioners, who being then relieved, the management was vested in me, under the immediate direction of the Department of Public Works.

This Railway having on the 1st July, 1867, by the terms of the "Union Act," passed from the possession of the Provincial to the control of the Dominion Government, it may be proper first to state its financial condition at that time.

It was briefly as follows:—

The results of
reference to statement

LIABILITIES.

Provincial Treasury,	\$4,761,979 90
Balance Net Revenue not paid over,	1,925 71
Due Round Trip Ticket Connections	205 58
Due International Steamship Company,	266 35
Due Prince Edward Island Steamship Company,	17 50
Due Provincial Board of Agriculture,	77 53
	<u>\$4,764,472 57</u>

ASSETS.

Cost of Road & Equipment including St. John Water Terminus since transferred	4,642,484 89
*Norton and Apohaqui Bridges,	12,583 67
*Renewal Apohaqui Bridge,	643 24
*Bye Roads,	570 49
*Provincial Railways,	300 00
*Post Office Dept.,	1,977 06
*Freehold Property Acct.,	1,469 18
†W. E. Weldon,	227 64
†Frank Giles,	92 00
†H. W. Baldwin,	212 40
†LeBaron Drury,	260 82
†Alex. McBean,	72 23
†J. H. Littlehale,	49 28
†Robert Atkinson,	17 18
†Bills Receivable,	586 00
†Burpee's Survey,	343 00
†Suspense Acct. (Special Train,)	30 00
†Commissariat Department,	244 52
†American Telegraph Company,	10 08
†St. Stephen's Railway,	7,516 58
Cash in Commercial Bank,	1,284 40
Cash in Westmorland Bank Paper,	567 00
Cash in hands of Cashier,	14
Woodstock Railway,	2,646 87
Charges on Freight and Baggage Unclaimed,	2 88
Arrears at Stations,	1,695 72
General Stores on hand,	88,585 80
	<u>\$4,764,472 57</u>

The "assets" marked *thus* * have been considered as Provincial rather than Railway Accounts.

The Accounts marked *thus* † have since been paid, and those marked *thus* ‡ are *bad*.

The Westmorland Bank Paper has been sold at a loss of \$198.45 and the amount charged to the Working Expenses of the past fiscal year

Cr.

CAPITAL ACCOUNT.

Dr.

The results of the transactions of the fiscal year will be best shown upon reference to statements of the Capital and Revenue Accounts:—

CAPITAL ACCOUNT.		Cr.
1868. June 30	To Cost of Road and Equipment to date, per Abstract A.	4,761,979 90
	" Norton & Apohaqui Bridges,	8,963 24
	" Fleming & Humbert,	
	" General Stores,	
	" Balance per General Balance,	\$4,770,943 14
	1867. June 30 By Provincial Treasury,	
	1868. June 30 By Department Public Works,	
		\$4,770,943 14

E. & O. E.

St. John, N. B., 30th June, 1868.

A. M'KAUGHTON,
Accountant.

.....\$4,761,979 90
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 205 58
 266 35
 17 50
 77 53
\$4,764,472 57

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\$4,764,472 57

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ABSTRACT A.

STATEMENT SHEWING COST OF RAILWAY AND EQUIPMENT TO 30th JUNE. 1868.

EXPENDITURE THE PAST YEAR.

Surveying line to Davidson's Mill,	\$0 00
New Siding at Penobsquis, and Rails, Sleepers, &c., for new Sidings at North River, Hayward's, and Mountain Road, ..	1,665 23
Constructing Mill Pond Embankment,	256 40
Paid Humphrey Land Damage at Hall's Creek,	160 00
Paid R. Wilson, Land Damage at Boundary Creek,	13 00
Paid for Ladies' Waiting Room at Petitcodiac,	111 45
Powder Safe at St. John,	9 87
Four new Engine Sand Boxes,	160 00
One new Flange Cleaner,	51 94
Fitting up 4 new Hay Cars,	282 52
Ten new Platform Cars,	6,750 00
Ticket Pockets for Platform Cars,	4 50
Total,	\$9,494 91

—ADD—

Water Terminus Account transferred,	59,154 65
Cost of Road to 30 June, 1867, per account,	4,583,348 94
	\$4,651,998 50

—DEDUCT—

Drawing Table sold E. R. Burpee,	\$25 00
One Hand Car sold H. G. C. Ketchum,	60 00
Earth Waggon sold Hawkins and others, ...	2,059 00
Less the Freight,	48 85
	2,010 15
Engine Sussex sold Woodstock Railway, ...	5,000 00
	7,095 15
Cost of Railway and Equipment,	\$4,644,903 35

CLASSIFIED AS FOLLOWS:

Engineering,	\$216,781 82
Permanent Way,	3,730,593 52
Buildings,	256,054 90
Rolling Stock and Machinery,	361,065 41
Miscellaneous Stock,	15,512 03
General Expenses,	64,895 67
	\$4,644,903 35

Cr.

1,925 71
71,220 40

REVENUE ACCOUNT.

1867	1868
By Balance last year, ...	By Balance last year, ...
1,925 71	1868. " Dept. Public Works

Dr.

1867.	1868.
To paid Prov. Treasurer,	To paid Prov. Treasurer,
Sept 30	" 17

01st JUNE. 1868.

..... \$0 00
w
ad,.. 1,665 23
..... 256 40
..... 160 00
..... 13 00
..... 111 45
..... 9 87
..... 160 00
..... 51 94
..... 282 52
..... 6,750 00
..... 4 50
..... \$9,494 91

... 59,154 65
... 4,583,348 94
\$4,651,998 50

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\$1,614,903 35

781 82
593 52
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065 41
512 03
895 67
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REVENUE ACCOUNT.		Cr.	
1867. Sept 30	To paid Prov. Treasurer,	1,925 71	1,925 71
" 17	" paid Prov. Treasurer, Acct. Dominion, . . .	71,220 40	71,220 40
1868. June 30	" paid Bank of Montreal, Acct. Rec. General, . . .	70,669 01	70,669 01
	Loco. Power per Ab. B.	39,453 54	
	Mdze. & Pass. Cars C.	25,675 67	
	Maint. of Way & B'ldgs D.	44,011 00	
	General Charges, E.	22,544 76	
	Net Revenue,	35,073 45	35,073 45
	Balance per. Gen. Balance	10,662 39	
		\$166,758 42	\$166,758 42
		108,219 56	108,219 56
	By Balance last year, . . .		
	" Dept. Public Works,		
	" Passenger Traffic, . . .		
	" Freight Traffic,		
	" Mails and Sundries, .		
	" Net Revenue this year		

E. & O. E.

St. John, N. B., 30th June, 1868.

A. McNAUGHTON,
Accountant.

ABSTRACT B.
LOCOMOTIVE POWER.

1867.	PARTICULARS.	1868.
7,895 10	Wages to Drivers, Firemen and Cleaners,.....	8,224 15
13,945 72	Firewood,.....	17,165 04
1,565 16	Oil Tallow and Waste,.....	1,262 76
3,632 98	Materials for Repairing Engines and Tenders } including Packing,..... }	3,602 42
6,931 80	Wages for Repairing Engines and Tenders,....	6,341 83
95 54	Repairs to Workshops and Engine Houses,	174 92
182 64	Repairs and Renewal of Tools, Lamps, &c.,....	174 46
1,530 62	Water Pumping and Pumps and Tank Repairs,.	1,586 79
159 10	Small Stores,.....	129 25
596 69	Miscellaneous,.....	791 92
\$36,535 35		\$39,453 54

1867.	
21,763 67	T
6,796 59	R
2,430 23	R
	R
19 19	Sr
80 48	R
433 32	R
797 30	E
1,838 81	Fe
482 47	M
\$34,642 06	

ABSTRACT C.

MERCHANDISE AND PASSENGER CARS.

1867.	PARTICULARS.	1868.
8,060 13	Wages to Conductors, Brakemen and Porters,..	8,929 18
2,149 86	Oil and Waste for Packing Cars,.....	941 43
5,342 92	Materials for Repairing Cars,.....	6,770 44
4,191 06	Wages for Repairing Cars,.....	5,204 45
325 95	Repairs to Workshops, Cranes, Tools, and Im- plements, including Repairs and Renewal } of Lamps,..... }	387 15
153 95	Small Stores used on Trains,.....	216 74
1,321 21	Wages to Switchmen,.....	1,332 73
228 66	Fuel,	336 96
426 31	Extra Labor loading and discharging Freight,..	286 28
648 10	Miscellaneous,.....	1,220 31
\$22,848 15		\$25,675 67

1867.	
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1,610 28	Fu
1,820 93	Mis
\$20,270 12	

ABSTRACT D.

MAINTENANCE OF WAY AND BUILDINGS.

1868.		1867.		PARTICULARS.	1868.	
8,224	15	21,763	67	Trackmaster, Foremen and Laborers' Wages,.....	23,239	29
17,165	04	6,796	59	Rails, Chairs, Spikes, Fittings, Sleepers, &c.,.....	12,029	29
1,262	76	2,430	23	Repairs to Stations, Wharves, Build's, Platfms, &c.	3,130	70
3,602	42			Resident Engineer's Salary and Expenses,.....	857	40
6,341	83	19	19	Small Stores,	25	67
174	92	80	48	Repairs to Snow Plows and Flange Cleaners,	155	57
174	46	433	32	Repairs & Renewals of Hand Cars, Tools & Impl'ts.	483	79
1,586	79	797	30	Extra Labor Shovelling Snow and Cutting Ice,.....	1,100	04
129	25	1,838	81	Fence Repairs,.....	2,332	78
791	92	482	47	Miscellaneous,.....	156	47
\$39,453	54	\$34,642	06		\$44,011	00

ABSTRACT E.

GENERAL CHARGES.

1868.		1867.		PARTICULARS.	1868.	
8,929	18	2,398	13	Portion of Commissioners Salaries & Office Expenses	1,745	86
941	43	2,905	10	Salaries of Superintendent, Accountant, Clerks, } and Office Expenses,..... }	4,164	37
6,770	44	7,540	01	Salaries to Station Agents, Clerks & Watchmen,	8,440	77
5,204	45	647	43	Stationery used at Stations,.....	909	87
387	15	1,190	34	Damage to Goods, &c.,.....	1,073	83
216	74	1,115	00	Insurance,.....	1,058	50
1,382	73	1,042	90	Advertising, Printing and Tickets,.....	1,635	37
336	96	1,610	28	Fuel, Oil and Incidental expenses at Stations,.....	2,071	93
286	28	1,820	93	Miscellaneous,.....	1,444	26
1,220	31					
\$25,675	67	\$20,270	12		\$22,544	76

GENERAL BALANCE.		Dr.		Cr.
To Freehold Property.....	1,398 70		By Capital Account.....	7,567 43
" Bye Roads.....	691 89		" Revenue Account.....	10,662 39
" Apohaqui Bridge.....	3,011 58		" International St'mship Co.	545 75
" Prov. Railways.....	308 44		" P. E. I. S. Nav. Co.,.....	35 50
" P. O. Department, due last year.....	1,977 06		" Prov. Board of Agriculture	77 53
earned this year.....	812 94			
SUSPENSE ACCOUNT.				
" Frank Giles.....	92 00			
" H. W. Baldwin.....	212 40			
" LeBaron Drury.....	260 82			
" Alex. McBean.....	72 23			
" J. H. Littlehale.....	49 28			
" Robt. Atkinson.....	17 18			
" W. E. Weldon.....	227 64			
" Early Kaye.....	62 54			
" Estate James Adam.....	105 12			
" Woodstock Railway.....		1,099 21		
" H. G. C. Ketchum.....		7,700 03		
" Fleming & Humbert.....		18 44		
" Freight and Baggage un- claimed.....		56		
" Arrears at Station.....		5 03		
		1,864 72		
		\$18,888 60		\$18,888 60

E. & O. E.
St. John, N. B., 30th June, 1868.
A. McNAUGHTON,
Accountant.

During the year
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During the year monthly statements of accounts were furnished the Department with the proper vouchers, for all moneys received and expended from time to time.

I may observe, that the Provincial system of Accounts and Audit, which permitted the Railway Commissioners to pay the working expenses out of the Revenue of the Line, and which required that the *net* Revenue only should be paid to the Government, was continued upon this Railway until after the passage of the "Act respecting the Public Works of Canada," when the system was introduced of paying the gross Revenue of the Railway to the credit of the Receiver General, and of requiring the expenditure to be paid out of the moneys appropriated by Parliament for that purpose, after being sanctioned by the Government, and then making it necessary for the Manager, upon the authority of the Minister of Public Works, to obtain funds for working expenses, and other contingencies, by means of certificates addressed to the proper officer of the Finance Department, in favor of the party entitled to receive the money.

Whilst, therefore, during the first part of the year the Revenues of the Railway were drawn upon to pay working expenses (and to a limited extent, for other purposes), since January the gross cash receipts from whatever source have been deposited to the credit of the Receiver General.

That these *money* transactions may clearly appear, the following statements showing the "gross receipts from all sources" and the manner in which they were disposed of, have been prepared :-

Gross Receipts from all Sources.

1867.			
June 30	Balance Arrears at Stations,.....	1,695	72
	Cash in Commercial Bank,	1,284	40
	Westmorland Bank Paper on hand,.....	567	00
	Cash,.....		14
1868.			
June 30	Passenger Traffic	70,669	01
	Freight Traffic,	87,970	24
	Mails and Sundries,.....	8,119	17
	Cash from Station Masters for Wood and Oil,.....		315.00
	Cash for Barrel Sugar sold,.....		16 68
	Cash for Labor supplied,		9 80
	Cash from American Telegraph Company,		10 08
	Cash from T. E. Smith & Sons for Notes and Interest,..		656 48
	Cash for Old Earth Waggon,.....		2,084 00
	Cash for Stores,		1,197 52
	Carried forward,	\$174,595	24

"Arrears at Station,....."
 1,864 72
 \$18,888 60
 \$18,888 60
 E. & O. E. St. John, N. B., 30th June, 1868.
 A. McNAUGHTON,
 Accountant.

Brought forward,	\$174,595 24
Cash for Labor and Stores supplied H. G. C. Ketchum.	183 97
Cash from International Steamers for Through Tickets,.....	1,370 43
Less Railway Pro.....	513 47
Cash from P. E. Island Steamers,.....	4,314 00
Cash from Storekeeper for charges on Baggage claimed,	9 50
Cash for Cartage Freight from P. E. Island Steamers,..	87 56
Cash for Labor and Stores supplied Western Extension,	6 35
Cash from St. Stephen's Railway,.....	7,516, 58
Cash from Provincial Government for Burpee's Survey,	343 00
Cash from "Suspense Acct." <i>Extra Train</i> ,.....	30 00
Cash from Commissariat Dept.,.....	1,227 13
Less Freight and Passengers before <i>Ent'd</i>	99 13
	<u>1,128 00</u>
	<u>\$189,071 16</u>

Which amount has been disposed of thus :—

Paid Vouchers 1 to 180, and 182 to 548,.....	81,849 28
Paid by the Commissioners to B. Robinson, Provincial Treasurer, and acting Dominion Paymaster, 14th Sept., 1867, Acct. Revenue per Vo. 181,.....	10,000 00
Deposited to the Credit of the Receiver General,.....	85,631 46
Paid P. E. Island Steamers, pro. Through Tickets,....	1,602 81
Loss on Westmorland Bank Paper sold,.....	198 45
Railway Freight Bills,.....	4,873 64
Railway Freight charged in Un claimed Baggage Acct.,... }	20
Railway Charges for Engines, Ditching, &c.,..... }	2,070 00
Due by the Estate Jas. Adam, late Station Master, at Moncton,.....	105 12
Due by Early Kaye, late Station Master at Salisbury,..	62 54
Due by Post Office Department,.....	812 94
Arrears at Stations,.....	1,864 72
	<u>\$189,071 16</u>

The \$6,000 charged in "Capital Account" as paid "Fleming & Humbert," were for advances made upon a Locomotive contracted for under your authority, which has since been completed and delivered to the Railway.

Of the \$9,494 91 classified as expended on Capital Account the past year, \$6,750 (for Cars) were authorized by the Dominion Government, and the balance for the most part, by the late Commissioners under the old system.

The Rails and Sleepers for Sidings, other than that at Penobscuis, should have been charged the previous year.

Reverting to the Revenue Account, I beg leave to refer to the following classified monthly Comparative Statements of Receipts and Expenses:—

CLASSIFIED MONTHLY COMPARATIVE STATEMENT OF RECEIPTS.

hum.	\$174,595 24
	183 97
0 43	
3 47	856 96
.....	4,314 00
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.....	30 00
7 13	
13	1,128 00
	<u>\$189,071 16</u>
.....	81,849 28
cial	
4th	
.....	10,000 00
.....	85,631 46
.....	1,602 81
.....	198 45
VARIOUS SERVICES.	
.....	6,943 84
ter,	
.....	105 12
.....	62 54
.....	812 94
.....	1,864 72
	<u>\$189,071 16</u>
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e following clas.	
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MONTHS.	PASSENGERS.		FREIGHT.		MAILS AND SUNDRIES.		TOTALS.	
	1867.	1868.	1867.	1868.	1867.	1868.	1867.	1868.
July,.....	8,406 61	8,222 84	5,600 13	6,484 51	1,258 00	1,322 70	15,264 74	16,030 05
August,.....	7,731 36	8,585 27	4,813 73	6,180 18	1,017 00	752 50	13,562 09	15,517 95
September,.....	7,628 28	7,344 96	4,639 16	5,781 42	1,078 00	902 00	13,345 44	14,028 38
October,.....	7,024 09	9,507 34	8,062 79	9,395 46	1,333 33	879 40	16,420 21	19,782 20
November,.....	5,602 47	5,904 49	8,430 03	8,947 79	898 00	765 50	14,930 50	15,617 78
December,.....	5,041 18	4,968 42	7,041 74	7,851 49	568 58	567 20	12,649 50	13,887 11
January,.....	3,384 57	3,110 76	4,336 44	7,743 68	507 00	581 47	8,228 01	11,435 91
February,.....	2,900 09	2,670 36	4,353 25	5,475 20	449 00	435 67	7,702 34	8,581 23
March,.....	3,319 40	3,776 06	8,002 02	6,591 42	788 54	504 34	12,109 96	10,871 82
April,.....	4,170 06	4,213 85	6,675 33	5,756 33	453 90	484 71	11,299 29	10,434 89
May,.....	5,888 95	5,830 84	7,689 37	8,504 72	1,205 20	411 00	14,783 52	14,746 56
June,.....	6,176 74	6,533 82	6,927 02	9,278 04	1,270 70	512 68	14,074 46	16,324 54
Totals,.....	\$67,273 80	70,669 01	76,271 01	87,970 24	10,825 25	8,119 17	154,370 06	166,758 42

CLASSIFIED MONTHLY COMPARATIVE STATEMENT OF EXPENSES.

MONTHS.	LOCOMOTIVE POWER.		MERCHANDISE AND PASSENGER CARS.		MAINTENANCE OF WAY AND BUILDINGS.		GENERAL CHARGES.		TOTALS.	
	1867.	1868.	1867.	1868.	1867.	1868.	1867.	1868.	1867.	1868.
July,...	2,702 40	2,930 87	1,688 26	1,870 65	3,577 50	4,422 59	1,155-07	1,609 80	9,123 23	10,824 91
August,...	2,810 33	3,150 21	1,525 80	2,498 77	2,982 75	5,366 02	1,545 24	1,700 39	8,864 12	12,715 39
Septem'r	2,566 48	2,995 20	1,633 01	1,948 75	2,477 82	5,342 44	2,012 48	2,338 22	8,689 79	12,624 61
October,	2,741 66	3,909 62	1,821 59	2,982 74	3,551 01	6,359 02	2,417 71	2,340 17	10,331 97	15,591 55
Novem.,	2,465 76	3,736 93	1,823 93	1,746 52	2,737 22	3,750 01	1,740 54	2,029 30	8,767 45	11,262 76
Decem.,	2,949 02	3,664 94	2,246 48	1,442 47	1,661 15	2,034 49	1,602 87	1,952 56	8,459 52	9,094 46
January,	3,537 88	3,331 27	1,979 15	1,781 36	1,037 46	1,596 21	1,479 74	1,894 35	8,034 23	8,603 19
Febr'y.,	3,183 02	3,329 04	1,673 53	2,216 89	1,611 24	1,367 47	1,522 58	1,564 27	7,990 37	8,477 67
March,...	4,101 27	2,849 88	1,646 32	2,096 97	3,570 82	2,359 52	1,535 72	1,817 67	10,854 13	9,124 04
April,...	2,798 04	2,664 99	2,135 14	2,522 58	2,421 13	2,832 74	1,423 30	1,514 58	8,777 61	9,534 89
May,...	3,505 06	2,910 14	2,362 70	2,270 26	4,417 35	3,751 83	1,758 43	1,778 45	12,043 54	10,710 68
June,...	3,174 43	3,980 45	2,312 24	2,297 71	4,596 61	4,828 66	2,076 44	2,014 00	12,159 72	13,120 82
Totals,...	36,535 35	39,453 54	22,848 15	25,675 67	67,834,642 06	44,011 00	20,270 12	22,544 76	114,295 68	131,684 97

It will thus compare with the corresponding period of the previous year.

The Revenue

Passengers,.....
Freight,.....

Both,.....

Mails and Sundries

Gross increase,...

The increase

Locomotive power
Merchandise and
Maintenance of Way
General Charges,...

The corresponding period of 1867 was 14-25 per cent.

The increase in the cost of Fuel, occasioned by high rates of interest, was 10 per cent.

The Locomotive power was 473,100 feet against 473,100 feet in 1867, a year of \$13,945 72.

It is now clear that in a few years, was not

The increase in the cost of repairs to the Stock

Whilst the cost of the general renewals of Road and Platform materials of Platform materials thoroughly repaired

It will thus be seen that while the *Revenue* exceeds that of the corresponding previous year, a much greater increase is shown in the *Expenses*.

The *Revenue* increase has been in :—

Passengers,.....	3,395 21	or 5.05	per cent.
Freight,.....	11,699 23	or 15.3	per cent.
Both,.....	\$15,094 44	or 10.5	per cent.

—LESS DECREASE IN—

Mails and Sundries,.....	2,706 08	or 25	per cent.
Gross increase,.....	\$12,388 36	or 8.02	per cent.

The increase in the *Expenses* appears in:—

Locomotive power,.....	2,918 19	or 7.98	per cent.
Merchandise and Passenger Cars,.....	2,827 52	or 12.37	per cent.
Maintenance of Way and Buildings,.....	9,368 94	or 27.04	per cent.
General Charges,.....	2,274 64	or 11.22	per cent.
Total,.....	\$17,389 29	or 15.21	per cent.

The corresponding decrease in the net *Revenue* is therefore \$5,000 93 or 14.25 per cent.

The increase in Locomotive Expenses is due exclusively to the Anagance accident (for which \$1,134 00 were charged to this account) and the additional cost of Fuel, occasioned in part by the short supply of the previous year, (which caused high rates to prevail during the winter) and to the fact that former deficiencies were only ascertained and charged off the past year.

The Locomotive consumption of Wood during 1866-7, was 464,818 cubic feet against 473,174 in 1867-68. The charges, therefore, being in the former year \$13,945 72 (or 3 cts. per foot) and in the latter \$17,165 04 (or 3.62 cts.)

It is now clearly evident that the average charge, made during the previous few years, was not sufficient to cover the contingencies of the Wood Account.

The increased Car Expenses is, for the most part, due to the additional repairs to the Stock.

Whilst the cause of the increased cost of maintenance is apparent in the larger renewals of Rails and Sleepers, in the additional repairs to Buildings and renewals of Platforms and Fences, I may state that \$3,456 09 was expended in thoroughly repainting, during the year, several of the Iron and Wooden Bridges.

Totals, 36,535 35 39,453 54 22,848 15 25,675 67 194,642 06 44,011 00 20,270 2,076 44 2,014 00 12,159 72 13,120 82

The following statement will give comparatively for 1867 and 1868 the percentage which the Passengers, Freight and other earnings bear to the Gross Revenue, and that which each Division of the Working expenses bears to the whole cost of operating the Line :—

REVENUE.			EXPENSES.		
	1867	1868		1867	1868
Passengers,	43-58	42-38	Locomotive Power,....	31-97	29-96
Freight,.....	49-41	52-75	M'dse & Passenger Cars	19-99	19-50
Mails and Sundries, ...	7-01	4-87	Main. of Way & Build'gs	30-31	33-42
			General Charges,	17-73	17-12
Total,.....	100-00	100-00	Total,.....	100-00	100-00

The Expenses have been 78-96 per cent. of the Receipts against, 75-45 per cent. the previous year.

The Earnings have been \$1,544 06, and the Expenses \$1,219 30 per mile of Railway, the past year, against Earnings \$1,429 35, and Expenses \$1,058 29 in 1866-7.

In the Appendix will be found Reports by the Resident Engineer (F) upon the Roadway and Works, and by the Locomotive and Car Superintendent (G) upon the condition of the Rolling Stock, with a "Monthly Abstract of Locomotive Returns," and a "Statement of Locomotives" and "other Rolling Stock."

There will also be found appended a "Passenger Statement" (H), and a "Freight Statement" (J), with a "Statement shewing the Business and Expenses of the several Stations" (K), and a "Descriptive Statement of Freight Forwarded" (L.)

An adjusted Balance Sheet of the "Store Ledger" and "Wood Ledger" is also given in the "Statement of Stores on Hand" (M), and "Wood at the Several Stations" (N.)

To these is added a "Statement shewing the Names, Duties and Pay of all persons in the Railway Service on the 30th June, 1868."

The first and Second Class Passengers carried the past and previous year compare:—

CLASS.	1867			1868		
	LOCAL.	THROUGH	TOTAL.	LOCAL.	THROUGH	TOTAL
First,	109,042	5,892	114,934	116,054	5,742	121,796
Second,	42,192	1,993	44,185	46,839	2,818	49,657
Total,.....	151,234	7,885	159,119	162,893	8,560	171,453

The Increase follows :—

SPECIFI

Local,

Through,.....

Total,

The average d
ger per mile, con

SPECIFI

Average Passeng

Average Receipt

Average Receipt
Mile in c

The per centag
west, is as follow

YEAR.

1867

1868

Of the Freight
an aggregate of 3
24, 51,600 tons,
local, and 11,850
through traffic, w
follows :—

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

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 :—

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 :—

1867 and 1868 the per centage to the Gross Revenue bears to the whole

	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

against, 75.45 per

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

Engineer (F) upon Superintendent (G) Abstract of Locomotive Rolling Stock."

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

Wood Ledger" is good at the Several

es and Pay of all

nd previous year

ROUGH	TOTAL
1,742	121,796
5,818	49,657
5,560	171,453

368

DESCRIPTION.	TONS.	TONS PER MILE	REGEIPTS.
Local,.....	8-79	1-41	8-04
Through,	30-81	38-86	30-1
Total	13-3	13-04	15-33

The average distance per Ton and Receipts per Ton and per Ton per Mile compare :—

SPECIFICATION.	LOCAL.		THROUGH.		TOTAL.	
	1867	1868	1867	1868	1867	1868
Average dist. per ton in Miles ...	42-80	39-90	106-72	107-14	52-58	52-46
Average Receipts per Ton,.....	\$ 1-11	\$ 1-11	\$ 2-75	\$ 2-59	\$ 1-36	\$ 1-38
Av. rec'ts per ton per Mile, in cts.	2-59	2-78	2-57	2-41	2-59	2-64

The proportion of *through* and *local* freight carried East and West, and that which each *class* bears to the whole quantity forwarded, may be stated comparatively as follows:—

YEAR.	1ST CLASS	2D CLASS	3D CLASS	4TH CL'SS	LOCAL.	THRO'GH	EAST	WEST.
1867	2-91	5-68	3-86	87-55	84-70	15-30	26-64	73-36
1868	2-99	5-66	2-97	88-38	81-33	18-67	32-95	67-05

The following statement will shew the Gross Weight of Cars and Freight moved per mile comparatively for the past eight years, and the per centage which the dead weight bears to the useful load:—

YEAR.	GROSS TONS MOVED ONE MILE.			PER CENTAGE.		
	FREIGHT	CARS.	TOTALS.	FREIGHT.	CARS.	TOTALS.
1861	1,446,536	3,833,701	5,280,237	27-39	72-61	100
1862	1,337,873	3,084,800	4,422,673	30-25	69-75	100
1863	2,295,419	4,205,504	6,500,923	35-30	64-70	100
1864	2,790,283	4,562,987	7,353,270	37-95	62-05	100
1865	2,379,594	4,383,455	6,763,049	35-19	64-81	100
1866	2,741,881	4,915,327	7,657,208	35-81	64-19	100
1867	2,944,560	5,052,718	7,997,278	36-82	63-18	100
1868	3,328,535	5,722,970	9,051,505	36-77	63-23	100

I may here remark that the maximum weight of () ing Freight.

It is, therefore

Assuming that to the extent of 1 Car, and 54-54 i against 37-5 weig

It will be seen laden, upon the :

This is sufficie

From the Local ran 182-212 mile mileage made by

The total gross 12-09 per cent n for each hour in '67 by 0-16, and tion of fuel was l

The average p

Cubic feet of Waste Pints Oil per Ton Pounds Waste p

The cost per n dred tons drawn

SPE

Oil and Waste fo

Repairs,

Both,

I may here remark, that, in the hauling a maximum paying load with a minimum weight of Cars, consists, in an important degree, the economy of transporting Freight.

It is, therefore, at all times important to keep this principle in view.

Assuming that a Car will weigh 15,000 lbs., and is permitted to carry freight to the extent of 18,000 lbs., the maximum per centage would be 45.46 weight of Car, and 54.54 its load, but if run empty one way, it would then be 62.5 the Car against 37.5 weight of Freight.

It will be seen that the Cars have not the past year (nor since 1864) been fully laden, upon the average in one direction.

This is sufficiently explained in the uncertain character of the traffic.

From the Locomotive Superintendent's Report it will appear that the Engines ran 182.212 miles, which is 6.49 per cent further than in 1866-7; and that the mileage made by the Cars was 1,156,299, or an increase of 11.5 per cent.

The total gross tons moved one mile by the Locomotives were 14,393,281 or 12.09 per cent more than during the previous year, although the average miles for each hour in steam, appears, during the past year to have been in excess of '67 by 0.16, and the number of Cars to one mile run by 0.28, yet the consumption of fuel was less per mile run by 0.12 and per ton per mile by 0.05.

The average per Ton per Mile are as follows:—

	1867	1868
Cubic feet of Wood per Ton per Mile,.....	.37	.32
Pints Oil per Ton per Mile, .....	.005	.0052
Pounds Waste per Ton per Mile, .....	.0012	.001

The cost per mile run of the Cars for their Packing and Repairs, and per hundred tons drawn one mile by the Engines, is as follows:—

SPECIFICATION.	PER MILES RUN.		PER 100 TONS PER MILE.	
	1867	1868	1867	1868
Oil and Waste for Packing,.....cts.	.20	.08	1.70	.65
Repairs, .....	.95	1.07	8.69	8.59
Both,.....cts.	1.15	1.15	10.39	9.24

MILE	RECEIPTS.
	8-04
	30-1
	15-33

per Ton per Mile

TOTAL.		
	1867	1868
	52-58	52-46
	\$ 1-36	\$ 1-38
	2-59	2-64

and West, and that be stated compara-

EAST	WEST.
26-64	73-36
32-95	67-05

Cars and Freight per centage which

NTAGE.	
RS.	TOTALS.
2-61	100
0-75	100
0-70	100
0-05	100
0-81	100
0-19	100
0-18	100
0-23	100

The following Table will shew comparatively the Expenses, Receipts and Net Revenue per mile run of the Engines and per Hundred Tons hauled one mile.

CLASSIFICATION.	PER MILE RUN.		PER 100 TONS WEIGHT MOVED ONE MILE.	
	1867	1868	1867	1868
Drivers, Firemen and Cleaners, Wages,	4-61	4-51	6 32	5-71
Firewood used by Locomotives,	8-15	9-42	11-24	11-93
Oil, Tallow and Waste,	0-91	0-69	1-16	0-88
Repairs to Locomotives,	6-34	5-65	9-08	7-15
Water (incl'dg) Pump and Tank Rep'rs.	0-90	0-87	1-24	1-10
Small Stores and Miscellaneous,	0-44	0-51	0-79	0-64
Locomotive Power,	21-35	21-65	29-83	27-41
Morchandize and Passenger Cars,	13-35	14-09	18-77	17-84
Maintenance of Way and Buildings, ...	20-25	24-16	25-59	30-58
General Charges,	11-84	12-37	15-25	15-66
Total Expenses,	66-79	72-27	89-44	91-49
Total Receipts,	90-21	91-51	111-13	115-86
Net Revenue,	23-42	19-24	21-69	24-37

The additions to the Rolling Stock consists of Ten new Platform Cars, supplied at a cost of \$6,750.

Two new Engines, of greater power than any of those now in use, have been contracted for at a cost of \$13,700 each.

The Engine "Sussex" was sold during the early part of the year to the Woodstock Branch Railway, but it has not yet been paid for.

It may be proper here to state that the Rolling Stock has not been either so economically, or so satisfactorily, repaired as it ought to have been, because of the Want of a commodious and well arranged Engine and Car Repair Shop, which is *much* required.

There was but one "accident" during the year: and this took place at Hayward's siding on the 25th July, 1867.

Mr. Boyd, in
"The afternoon
"P. M., at Hay
"of the Engine,
"and One Secon
"Switch Rod an
"if the Switch v

"The Engine
"the Rail was di
"reversed his En
"two hundred fe
"distance, and th
"upside down.
"appears less tha

"The Tender
"and one Cattle
"Box Car are no
"Engine Driver,
"the ankle badly
"great presence
"to Freight. so f
"the killing of tl
"secured.

"The Accident
"unknown person
"so that they ca
"ground, with th
"Target being le
"a complete trap

This accident c

The changes in
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Mr. Gavin Rair
nie, resigned.

Mr. H. D. McJ

Mr. J. W. Pitt
of Mr. J. J. Wall

es, Receipts and Net
s hauled one mile.

PER 100 TONS WEIGHT
MOVED ONE MILE.

1867	1868
6 32	5-71
11-24	11-93
1-16	0-88
9-08	7-15
1-24	1-10
0-79	0-64
29-83	27-41
18-77	17-84
25-59	30-58
15-25	15-66
89-44	91-49
11-13	115-86
21-69	24-37

arm Cars, supplied

in use, have been

the year to the

at been either so
been, because of
lar Repair Shop,

place at Hay-

Mr. Boyd, in his Report to the Commissioner, under date of 26th July, says:
"The afternoon down Train was thrown from the Track yesterday about 3.30
P. M., at Hayward's siding, two miles East of Anagance. The Train consisted
of the Engine, Three Flat Cars, Two Cattle Cars, One Box Car, and One First
and One Second Class Passenger Car. The bolt had been removed from the
Switch Rod and the Switch Rail shifted over, leaving the Target standing, as
if the Switch was still set for the Main Track.

"The Engine Driver saw the Target was all right, and could not perceive that
the Rail was displaced until he was close to it, when he whistled on brakes and
reversed his Engine, but too late to save the Train. The Engine ran about
two hundred feet after leaving the Rails, tearing up the Track for the whole
distance, and then fell over on the slope of the embankment, turning completely
upside down. The damage to the Engine cannot yet be ascertained, but it
appears less than might be expected.

"The Tender is badly damaged. The three Flat Cars are broken to pieces,
and one Cattle Car is considerably damaged. The other Cattle Car and the
Box Car are not much the worse. The Passenger Cars are not injured. The
Engine Driver, J. H. Moore, had the small bone of his right leg broken and
the ankle badly bruised and his left arm is a good deal scalded. He shewed
great presence of mind throughout. No one else was injured. The damage
to Freight, so far as I can tell, as yet is confined to the destruction of a Wagon,
the killing of three sheep, and the straying away of some others which may be
secured.

"The Accident must have been caused by the wilful and malicious act of some
unknown person. The Bolts are all riveted over after the Nuts are put on,
so that they cannot shake out, and in this case the Bolt was found on the
ground, with the Nut screwed on it again after its removal from the rod. The
Target being left in the position to signal switch on the Main Track, made it
a complete trap which it was almost impossible to avoid."

This accident cost \$2,161.27 in Repairs to Stock and other contingencies.

The changes in officers, made during the year, besides those already referred
to, are as follows:—

Mr. Gavin Rainnie was appointed Trackmaster in the place of Mr. Wm. Rain-
nie, resigned.

Mr. H. D. McLeod was appointed Paymaster and Clerk at St. John.

Mr. J. W. Pitfield was appointed Clerk and Operator at St. John, in the place
of Mr. J. J. Wallace, resigned.

Mr. A. McN. Travis was appointed Station Master and Operator at Ossekeag, in the place of Mr. Clarence Flewelling, resigned.

Mr. E. A. Leonard was appointed Station Master and Operator at Norton, in the place of Mr. Richard Davidson, resigned.

Mr. John S. Trites was appointed Conductor, in the place of Mr. Gavin Rainnie, made Trackmaster.

Mr. Andrew Rainnie was appointed Conductor, in the place of Mr. A. McN. Travis, made Station Master and Operator at Ossekeag.

Mr. Jacob Hughes was appointed Foreman of Car Repairs, in the place of Mr. John Hunter, who resigned.

The Trains were run during the year with great regularity, but it is impossible fully to enumerate the detentions, delays, inconveniences, uncertainties, loss of business and additional expense, which resulted from the want of proper facilities for doing the Freighting Business at Point DuChene and St. John.

The Car Stock was largely occupied for Storage, the Freight Houses at both these places being entirely inadequate to the requirements of the line.

Extended Wharf and Siding accommodation are necessary at Point DuChene, and additional yard room and Sidings are much needed at St. John.

Small vessels only can use the Water Terminus, and there is not sufficient room to unload more than from six to nine Cars of Lumber, while from forty to sixty frequently accumulate.

I have the honor to be, Sir,

Your obedient servant,

LEWIS CARVELL,

MANAGER.

LEWIS CARVELL
G:

SIR,—

I have the honor
June, 1868.

The Line has
in good running

Thirteen and
moderate cost of
which, except per
some importance,
disturbed by frosts
repaired.

14,830 Sleeper
been renewed.
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(F.)

SAINT JOHN, N. B., 11th August, 1868.

LEWIS CARVELL, Esq.,
GENERAL MANAGER.

SIR,—

I have the honor to submit the following Report for the year ending 30th June, 1868.

The Line has been carefully inspected and kept in thorough repair. It is now in good running order.

Thirteen and two-tenths miles of single Fencing have been rebuilt at the moderate cost of \$120.74 per mile. The Fence is the ordinary Virginia fence, which, except perhaps in the immediate vicinity of towns where appearance is of some importance, is for many reasons preferable to other pole fences. It is not disturbed by frost, is cheaply built, easily taken down in case of fire and as easily repaired.

14,830 Sleepers, or about six per cent of the whole number in the line, have been renewed. The new Sleepers are Pine and Hachmatac squared, instead of being merely flatted. The Joint Sleepers are 5 inches thick and 9 inches wide, and the others are 6 inches thick and not less than 8 or more than 10 inches wide. This ensures uniformity of bed in the ballast, a matter of importance where the Track is so much exposed to the action of frost. The specification and inspection were very strict, and the quality of the Sleepers is correspondingly good. 749 Rails, equal to 150 tons, and 3,557 Chairs, equal to about 45 tons, have been put into the Main Track.

The Expenses of Repairs to Bridges has been \$605.67, the principal part of which was expended on the Wooden Trestle Bridge over Salmon Creek.

The Iron Bridges at Trout Creek, Salmon River, Petiscodioc River, Milner's Creek, and Scadouc River, have been repainted at a cost of \$3,001.59. The Iron work was carefully scraped with sharp tools, so as to remove all rust or scale, and then painted with "Prince's Metallic Paint." The Work was thoroughly and faithfully executed.

Operator at Ossekeag,

Operator at Norton, in

e of Mr. Gavin Rain-

ace of Mr. A. McN.

pairs, in the place of

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E L L,

MANAGER.

The Wooden Over Bridges at Valley Road, Stanley street, and Lawlor's Lake have been repainted, all parts specially exposed to the weather receiving three coats, and the less exposed parts two coats of paint. The wooden superstructure of the Seven-mile and Davidson's Cove Bridges, has also been repainted. The cost of the whole was \$454.50.

The expense of Repairs to Buildings, including Platforms, has been \$1,218.83, many of the Platforms requiring almost complete renewal. Painting has cost \$281.69. The roof of the Passenger Station at St. John was painted with a composition of coal tar and coal oil, which is found to answer well for such purposes. The roofs of the other Stations would be the better for similar treatment next summer. The shops at Shediac are in a very bad condition. They were from the first crowded and ill-contrived, having originally been stores and stables built by Messrs. Peto & Co., sheds and additions being put up from time to time. They have been patched and repaired until they are scarcely worth the expense of any further repairs. The work of Car repairs is now done in the Engine House at St. John. Provision should be made for this work, and for a Paint Shop in the new buildings at St. John.

The Pier at Point DuChene should have some blocking put on the outside to strengthen it. The Pier acts as a breakwater to the harbor, and is much exposed to north-easterly gales. The timber is a good deal worm eaten. The best time to do the work, will be in the winter, when the harbor is frozen. The wharf room is not sufficient to accommodate the present traffic properly, and as the business is increasing, I would submit for your consideration whether an Extension which would give more deep water frontage, would not be desirable.

I have the honor to be, Sir,

Your obedient servant,

JOHN EDWARD BOYD,

RESIDENT ENGINEER.

LOCOMO

LEWIS CARV

G

SIR,—

I beg to submit
of this Railway,

Engine *Hercu*
sufficient repair t
worn quite thin,
to require extens

Engine *Samp*
the tubes to exam

Engine *Kennel*
hauling, and is n

Engine *Petite*
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Engine *Scado*
Tyres now under
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Engine *Anage*
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The Duplicate V

Engine *Loosta*
past year, and is
Wheels have go

(G.)

LOCOMOTIVE AND CAR SUPERINTENDENT'S REPORT.

SHEDIAC, N. B., 20th July, 1868.

LEWIS CARVELL, Esq.,

GENERAL MANAGER,

SIR,—

I beg to submit a Report showing the condition of the Locomotives and Cars of this Railway, on the 30th of June last.

Engine *Hercules* (No. 1), is in fair working order, having recently received sufficient repair to enable her to do four or five months work. The Tyres are worn quite thin, and the Engine generally has reached such a condition, as soon to require extensive repair, including painting.

Engine *Sampson* (No. 2), is now undergoing repair, including the removal of the tubes to examine the interior of boiler, and receiving new head sheet.

Engine *Kennebecasis* (No. 4), received during the past winter a thorough overhauling, and is now in good order. The Tyres will scarcely wear another year.

Engine *Petitcodiac* (No. 5), is in good order, and will not require much repair for some time.

Engine *Scadouc* (No. 6), is in very good order, but needs Painting. The Tyres now under her will wear for some time yet, but the Duplicate Wheels require new ones.

Engine *Anagance* (No. 7). During the past spring this Engine had a thorough repair. New Trucks were put under the Tender, the Cylinders were bored out and fitted with new steam packing, and the Engine otherwise put in good order. The Duplicate Wheels of this Engine require new Tyres.

Engine *Loostauk* (No. 8.) This Machine has not had a very large outlay the past year, and is yet in fair order. The Tyres are much worn, but the Duplicate Wheels have good ones.

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he weather receiving
The wooden super-
has also been repaint-

t, has been \$1,218.83,

Painting has cost
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done in the Engine
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ion whether an Ex-
ot be desirable.

RD BOYD,

ESIDENT ENGINEER.

Engine *Osskeag* (No. 9), is in fair order, but will require to be brought into the shop before long for Repair. An attempt was made to adapt this Engine to burn Coal, and at the same time so to arrange as not to unfit her for consuming Wood, but the experiment was not successful owing to the clinker deposited from the Coal, contrary to representations of the owners of the Mines. Success will no doubt result from the use of a different quality of Coal, which I understand is to be had from the same Mine. The Krupps Steel Tyres under the Engine have run 57,310 miles since they were put on, and have not yet been turned off.

Engine *Apohaqui* (No. 10), is now in good order, having recently been repaired. This Engine, like others built by Messrs. Fleming & Humbert, had wheels of 5 feet 6 inches diameter, but is now supplied with 5 feet drivers, and it is expected that she will draw a considerably increased load.

Engine *Prince of Wales* (No. 12), is in good order; the Tender requires a new frame.

Engine *Norton* (No. 13), is in the Shop being repaired. The outlay required will be large. New Tyres are needed.

Engine *Prince Alfred* (No. 14). The repairs to this Engine have been large during the past year, caused chiefly by her being thrown from the track by the malicious misplacement of the Switch at Hayward's Siding. She is now in good order.

It will thus be seen that seven Engines are in good order, three in fair condition, and two require extensive repair. I may add that of them eight need painting.

The condition of the Cars may be gathered from the following statement:—

FIRST CLASS.

(A)

No. 1.	Needs Moderate Repairs and Painting.		
2.	" Slight do. do.		
3.	" do. do. do.		
4.	" Moderate do. do.		
5.	In good running order.	Needs Painting.	
6.	do. do. do.	do.	
7.	do. do. do.	do.	
8.	In good order, now being Painted.		
9.	In good running order.		
10.	In good running order.	Needs Painting.	
11.	In good running order.		
12.	Needs slight Repairs.		

SECOND CLASS.

(B)

- | | | |
|--------|------------------------|--------------------|
| No. 1. | In good order. | Now being Painted. |
| 2. | In good running order. | Needs Painting. |
| 3. | do. do. | do. do. |
| 4. | In good order. | |
| 5. | do. do. | |
| 6. | do. do. | Needs Painting. |

EXPRESS CARS.

(Ex)

- | | |
|--------|------------------------|
| No. 1. | Needs Painting. |
| 2. | do. do. |
| 3. | In good running order. |
| 4. | do. do. do. |

BOX FREIGHT.

(C)

- | | |
|--------|--|
| No. 1. | Needs Moderate Repairs and Painting. |
| 2. | In good order. Newly Topped. |
| 3. | do. do. |
| 4. | do. do. |
| 5. | Moderate Repairs and Painting needed. |
| 6. | do. do. do. do. |
| 8. | In running order. Needs Painting. |
| 9. | Good running order. |
| 10. | In running order. Needs Painting. |
| 11. | In good order. |
| 12. | Needs Slight Repairs and Painting. |
| 13. | In good order. |
| 14. | In good order. Newly Topped. |
| 15. | In good order. Newly Topped. Needs Painting. |
| 16. | In running order. |
| 17. | In running order. Needs Painting. |
| 18. | In good order |
| 19. | In good order. Needs Painting. |
| 20. | Needs Slight Repairs and Painting. |
| 21. | do. do. do. do. |
| 22. | In running order. Needs Painting. |
| 23. | Needs Slight Repairs, and Painting. |
| 24. | do. do. do. |
| 25. | do. do. do. |
| 26. | do. do. do. |
| 27. | In running order. Needs Painting. |
| 28. | Needs New Top. |
| 29. | Needs Slight Repairs and Painting. |

BOX FREIGHT—Continued—(C)

No. 30.	In running order.	Needs Painting.
31.	do.	do.
32.	do.	do.
33.	Needs Slight Repairs and Painting.	
34.	In running order.	Needs Painting.
35.	do.	do.
36.	do.	do.
37.	Needs Slight Repairs and Painting.	
38.	do.	do.
39.	do.	do.
40.	do.	Moderate Repairs do.
41.	In good order.	
42.	In running order.	Needs Painting.
43.	In running order.	
44.	In running order.	Needs Painting.
45.	Needs Slight Repairs and Painting.	
46.	In running order.	Needs Painting.
47.	Needs Moderate Repairs and Painting.	
48.	In running order.	Needs Painting.
49.	Needs Slight Repairs and Painting.	
50.	In good order.	
51.	do.	
52.	do.	
53.	do.	
54.	In running order, and needs Painting.	
55.	do.	do.
56.	Needs Slight Repairs and Painting.	
57.	In good order.	
58.	Needs Slight Repairs and Painting.	
59.	In running order.	Needs Painting.
60.	Needs Slight Repairs and Painting.	
61.	do.	do.
62.	In running order.	Needs Painting.
63.	In running order.	
64.	Needs Slight Repairs and Painting.	

PLATFORM FREIGHT.

(D)

No. 1.	Needs Painting.	In Running Order.
2.	do.	do.
3.	Rebuilt and Newly Painted.	In good order.
4.	Needs Painting.	In running order.
5.	do.	do.
6.	do.	do.
7.	do.	and Slight Repairs.
8.	do.	In running order.

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PLATFORM FREIGHT—Continued—(D.)

No. 9.	Needs Painting.	In running order.
10.	do.	do.
11.	do.	do.
12.	do.	do.
13.	do.	do.
14.	do.	and Moderate Repairs.
15.	do.	and Slight Repairs.
16.	do.	In running order.
17.	do.	do.
18.	do.	and Slight Repairs.
19.	do.	do.
20.	do.	do.
21.	do.	In running order.
22.	do.	do.
23.	do.	do.
24.	do.	do.
25.	do.	do.
26.	do.	do.
27.	do.	and Slight Repairs.
28.	do.	In running order.
29.	do.	do.
30.	do.	do.
31.	do.	do.
32.	do.	and Slight Repairs.
33.	do.	do.
34.	do.	do.
35.	do.	In running order.
36.	do.	do.
37.	do.	and Slight Repairs.
38.	Needs painting,	in running order.
39.	do.	do.
40.	do.	and slight repairs.
41.	In good order.	
42.	Needs painting,	in running order.
43.	do.	and slight repairs.
44.	do.	in running order.
45.	do.	do.
46.	do.	do.
47.	do.	do.
48.	do.	do.
49.	do.	and slight repairs.
50.	do.	do.
51.	do.	do.
52.	do.	in running order.
53.	do.	do.
54.	do.	do.
55.	do.	do.

PLATFORM FREIGHT—Continued—(D.)

No. 56.	Needs Painting.	In running order.	
57.	do.	do.	
58.	do.	do.	
59.	do.	and slight repairs.	
60.	do.	in running order.	
61.	do.	and slight repairs.	
62.	do.	do.	
63.	do.	in running order.	
64.	do.	do.	
65.	do.	do.	
66.	do.	and slight repairs.	
67.	do.	in running order.	
68.	do.	do.	
69.	<i>Hay Car</i> ,	in good order.	
70.	Needs painting,	in running order.	
71.	do.	and slight repairs.	
72.	do.	do.	
73.	<i>Hay Car</i> .	In running order.	
74.	Needs painting	and moderate repairs.	
75.	do.	and slight repairs.	
76.	do.	in running order.	
77.	Needs slight	repairs.	
78.	<i>Hay Car</i> .	In running order,	
79.	do.	needs painting.	
80.	do.	needs painting.	
81.	Needs painting	and slight repairs.	
82.	do.	in running order.	
83.	do.	and slight repairs.	
84.	do.	in running order.	
85.	do.	do.	
86.	do.	do.	
87.	do.	do.	
88.	do.	and slight repairs.	
89.	do.	in running order.	
90.	do.	do.	
91.	do.	and slight repairs.	
92.	do.	do.	
93.	do.	in running order.	
94.	do.	do.	
95.	do.	do.	
96.	do.	do.	
97.	do.	do.	
98.	<i>Hay Car</i> .	Needs slight repairs and painting.	
99.	In running	order.	
100.	do.		
101.	Needs painting	and slight repairs.	
102.	do.	in running order.	
103.	do.	do.	

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The 40 Ballas
recommend that
This could be do

It may not be
our Repair Sho
necessary to the
Railway labors u

Referring you
past year, and
Stock" (C),

104.	Needs painting.	In running order.
105.		do.
106.	New.	In good order except Brakes.
107.	do.	do.
108.	do.	do.
109.	do.	do.
110.	do.	do.
111.	do.	do.
112.	do.	do.
113.	do.	do.
114.	do.	do.
115.	do.	do.

The 40 Ballast Cars have not been in general use for sometime. I respectfully recommend that they be converted into Freight Cars, which are much needed. This could be done at moderate expenditure.

It may not be out of place here to call your attention to the bad condition of our Repair Shops, intended for temporary use only, and the want of Tools necessary to the economical and efficient maintenance of the Rolling Stock. The Railway labors under many and great disadvantages from these causes.

Referring you to the annexed "Abstract of Locomotive Returns" (A), for the past year, and the "Statement of Locomotives" (B), and "Other Rolling Stock" (C),

I have the honor to remain, Sir,

Your obedient servant,

H. A. WHITNEY,

LOCOMOTIVE AND CAR SUPERINTENDENT.

May,.....	1,676	14,397	101,956	..	33,330	331	226	145	108	..	8-29	231-64	4-33	1-00
June,.....	1,829	16,690	115,351	..	36,600	275	254	149	6-91	..	9-12	219-29	3-38	-89
Totals	1868	21,903	1,156,299	1,978	473,174	4,059	3,042	1,466	6-34	-01	8-31	259-68	4-13	-80
and														
Aver'gs. } 1867	20,990	171,105	1,036,988	2,995	464,818	4,304	2,814	1,615	6-06	-01	8-15	271-65	4-39	-94

STATEMENT OF LOCOMOTIVES. (B.)

No.	NAME.	BUILDERS.	RECEIVED ON LINE.		WEIGHT.				EQUIPPED.				On Drivers.				Capacity of Tender in gallons.				Cylinder Diameter.				Stroke.				No. of Drivers.				Miles Run to Date.			
			BUILDDERS.		EIGHT.		TENDER.		TOTAL.		ENGINE.		TENDER.		TOTAL.		DRIVERS.		CAPACITY.		DIAMETER.		STROKE.		NO. OF DRIVERS.		MILES RUN THIS YEAR.		MILES RUN TO DATE.							
			lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	in	in	in	in	in	in	No.	No.	Miles	Year.	Miles	Year.						
1	Herrules,*	Boston L. Works,	June,	1854	45,470	15,600	60,070	51,250	86,250	87,800	383,870	1846	17	20	4	5	4	8	10,326	81,186	8	10,326	81,186	8	10,326	81,186	8	10,326	81,186							
2	Sansum,*	do.	June,	"	45,500	15,600	61,100	51,250	86,250	87,800	383,870	1846	17	20	4	5	4	8	3,688	51,409	8	3,688	51,409	8	3,688	51,409	8	3,688	51,409							
3	St. John,*	Portland Co.	Dec.	1856	33,100	15,420	48,520	39,250	50,500	69,750	255,050	1098	12	20	4	4	4	4	9,881	93,570	4	9,881	93,570	4	9,881	93,570	4	9,881	93,570							
4	Kennebecasis.	Boston L. Works,	Dec.	1857	31,950	10,700	42,650	35,470	50,730	58,200	235,470	1293	11	20	4	4	4	4	9,881	89,588	4	9,881	89,588	4	9,881	89,588	4	9,881	89,588							
5	Petticoilac,	do.	Jan.	1858	43,400	16,800	60,200	47,320	54,300	81,620	285,650	1689	14	22	4	5	4	4	20,906	89,588	4	20,906	89,588	4	20,906	89,588	4	20,906	89,588							
6	Scadoue,	do.	"	"	43,000	16,800	59,800	47,420	54,300	81,620	285,650	1689	14	22	4	5	4	4	10,643	93,406	4	10,643	93,406	4	10,643	93,406	4	10,643	93,406							
7	Anguance,	do.	June	1858	48,200	17,700	65,900	52,500	59,000	85,250	300,000	1880	14	22	4	5	4	4	17,524	127,310	4	17,524	127,310	4	17,524	127,310	4	17,524	127,310							
8	Loostauk,	Fleming & Humbert,	Aug.	1858	47,400	17,800	65,200	51,500	56,000	80,500	283,000	1861	15	22	4	5	4	4	18,904	127,657	4	18,904	127,657	4	18,904	127,657	4	18,904	127,657							
9	Ousequet,	do.	June	1859	50,650	18,920	69,570	56,080	63,100	94,130	343,500	1861	15	22	4	5	4	4	18,784	197,494	4	18,784	197,494	4	18,784	197,494	4	18,784	197,494							
10	Apohaqui,	do.	June	1859	50,600	19,000	69,600	55,400	62,200	91,600	322,500	1861	15	22	4	5	4	4	18,371	189,665	4	18,371	189,665	4	18,371	189,665	4	18,371	189,665							
11	Sussex,	Spring L. Works,	Oct.	1859	37,000	14,000	51,000	42,500	46,000	68,500	245,000	1807	15	22	4	5	4	4	592	27,227	4	592	27,227	4	592	27,227	4	592	27,227							
12	Prince of Wales,	Fleming & Humbert,	July	1860	50,000	17,000	67,000	56,420	62,300	84,300	300,000	1861	15	22	4	5	4	4	25,288	177,267	4	25,288	177,267	4	25,288	177,267	4	25,288	177,267							
13	Norton,	do.	Nov.	1860	50,856	18,100	68,956	56,590	62,400	84,250	296,862	1862	15	22	4	5	4	4	17,440	172,504	4	17,440	172,504	4	17,440	172,504	4	17,440	172,504							
14	Prince Alfred,	do.	July	1861	50,200	18,180	68,380	55,550	61,850	85,850	294,400	1861	15	22	4	5	4	4	14,370	147,330	4	14,370	147,330	4	14,370	147,330	4	14,370	147,330							

* The Mileage of these Engines was not kept until April, 1858; the Total Mileage cannot therefore be given.
 † Sold to St. Stephen Branch Railway.
 ‡ Sold to Woodstock Branch Railway.

OTHER ROLLING STOCK. (C.)

Designation	Miles run this year.		Miles run to date.	
	1885	1886	1885	1886
A 12 First Class Passenger Cars,	-	-	159,708	1,262,186
B 6 Second Class do.	-	-	145,481	1,220,073
Ex. 4 Express, Mail and Baggage Cars,	-	-	70,505	446,163
C 63 Box Freight Cars,	-	-	468,013	2,806,417
D 115 Platform Cars,	-	-	302,317	2,829,352
E 40 Four Wheel Ballast Cars,	-	-	10,275	661,629
P1. 4 Snow Ploughs ran in 1862, 6,144 miles, in 1863, 1,807 miles, in 1864, 2,229 miles, in 1865, 3,746 miles, in 1866, 1,723 miles, in 1867, 2,995 miles, and in 1868, 1,378 miles.	-	-	1,156,299	9,251,717
- 19 Hand Cars.	-	-	-	-

PASSENGER STATEMENT. (H.)

MONTH.	LOCAL.				THROUGH.				BOYEL.			
	EAST.	WEST.	TOTAL.	MILEAGE.	EAST.	WEST.	TOTAL.	MILEAGE.	EAST.	WEST.	TOTAL.	MILEAGE.
July.....	8,573	7,988	16,561	388,925	480	568	1,048	111,958	9,053	8,556	17,609	450,883
August.....	16,725	16,583	33,308	426,132	516	728	1,244	132,882	17,241	17,311	34,552	599,014
September...	9,749	9,573	19,322	326,128	461	655	1,116	119,366	10,210	10,228	20,438	445,494
October.....	11,997	11,506	23,503	442,221	413	906	1,319	140,878	12,410	12,412	24,822	583,099
November...	4,932	4,459	9,391	242,589	309	448	757	80,936	5,241	4,907	10,148	323,475
December...	4,165	4,014	8,179	242,482	213	187	350	37,282	4,378	4,151	8,529	279,764
January.....	2,841	2,631	5,472	145,897	134	80	214	22,696	2,875	2,611	5,486	168,533
February...	2,764	2,687	5,451	127,928	64	59	123	13,038	2,828	2,696	5,524	140,966
March.....	3,889	3,766	7,655	176,160	123	119	242	25,652	4,012	3,885	7,897	201,812
April.....	4,612	4,482	9,094	199,839	166	149	315	33,428	4,778	4,631	9,409	233,267
May.....	6,062	5,829	11,891	257,983	363	478	841	89,892	6,425	6,307	12,732	347,875
June.....	6,809	6,407	13,216	256,499	398	593	991	106,004	7,207	7,000	14,207	362,503
1868.	83,118	79,775	162,893	3,182,673	3,640	4,920	8,560	914,012	86,756	84,695	171,453	4,096,685
1867.	76,005	75,229	151,234	2,994,880	3,447	4,438	7,885	848,463	79,452	79,667	159,119	3,838,943
Total												

STATEMENT SHEWING THE BUSINESS AND EXPENSES OF THE SEVERAL STATIONS. (K.)

STATIONS.	NUMBER OF PASSENGERS.				TONS OF FREIGHT.				STATION EXPENSES.									
	1867.		1868.		1867		1868		1867		1868							
	Inward	Outward	per Cent	Inward	Outward	per Cent	Inward	Outward	per cent	Amount.	per cent	Amount	per cent					
St. John,	63,962	65,161	40-57	70,228	70,551	41-05	36,820	11,244	42-92	36,977	17,580	42-95	5,118	43	36-45	5,964	18	35-43
Rothesay,	12,729	12,442	7-91	15,068	14,825	8-72	615	96	-63	869	75	-74	607	81	4-33	608	51	8-59
Ossakeag,	5,921	6,189	3-81	8,250	8,410	4-86	1,244	1,248	2-22	1,261	1,169	1-99	727	02	0-18	928	17	5-91
Norton,	4,845	4,080	2-65	4,246	4,025	2-41	591	3,901	3-66	575	4,786	3-23	566	54	3-36	91	04	5-82
Apohaqui,	3,464	3,070	2-05	3,661	3,341	2-04	611	2,907	2-94	2,788	2,714	2-77	1,837	65	11-54	1,647	64	9-78
Sussex,	10,281	9,401	6-18	8,968	8,396	5-07	2,892	3,024	5-72	2,888	3,699	4-76	1,837	65	11-54	1,647	64	9-78
Penobscot,	1,788	1,818	1-13	2,066	2,169	1-73	188	2,829	2-69	301	1,294	1-26	406	76	2-89	467	75	2-78
Ansgance,	1,890	1,154	4-78	2,000	1,182	1-76	1,219	2,708	3-51	893	2,720	2-85	657	46	3-47	678	17	4-03
Pottowodis,	2,710	2,626	1-65	2,975	2,868	1-49	641	4,747	4-81	484	4,782	4-07	575	20	4-10	624	27	8-71
Salisbury,	2,749	2,698	1-71	2,475	2,683	4-19	1,969	2,411	3-90	2,688	2,405	4-01	741	54	5-28	781	26	4-64
Moncton,	6,261	6,088	3-40	5,183	5,174	3-31	1,949	1,763	3-82	3,100	2,276	4-28	649	03	6-76	1,054	15	6-25
Shediac,	3,405	3,405	1-93	3,093	3,636	1-67	3,745	4,780	7-61	3,112	7,998	8-75	1,118	25	7-37	1,449	89	8-61
Poinc. Chene	8,802	8,842	1-93	8,093	8,636	1-67	3,745	4,780	7-61	3,112	7,998	8-75	1,118	25	7-37	1,449	89	8-61
Eng Stations,	86,782	86,616	22-73	86,710	37,162	21-54	3,724	14,622	16-88	9,185	12,462	17-06	113	30	-81	462	71	2-74
Totals,	159,119	159,119	100-00	171,453	171,453	100-00	56,997	55,997	100-00	63,450	63,450	100-00	\$14,040	71	100-00	\$16,835	56	100-00

DESCRIPTIVE SUMMARY OF FREIGHT FORWARDED FROM ALL STATIONS. (L.)

PRODUCTS OF THE FORESTS.

LIVE STOCK.

DESCRIPTIVE SUMMARY OF FREIGHT FORWARDED FROM ALL STATIONS—Continued. (L.)

STATIONS,	MINERAL PRODUCTS.					AGRICULTURAL PRODUCTS.												
	Tons Coal.	Tons Mangane.	Tons Stone.	Hds. Lime & Cement.	No. of Bricks.	Tons Iron & cop. rolls, pig. scrap, and castings.	Barrels Flour.	Barrels Meal.	Bags Flour, (Out, Corn, Rye)	Mead in lbs.	Oats.	Wheat.	Barley.	Potatoes.	Turnips.	Corn, Peas & Beans.	Butter in lbs.	Tons Hay.
St. John,	2,472	..	11	869	18,425	3,946	20,587	6,885	46,440	2,814	..	30	3	287	10	967	4,475	..
Rothsay, .....	..	..	..	..	..	85	3	..	63	68	..	..	..	10	..	..	330	..
Ossakeg, .....	..	..	..	2	..	124	8	1	3,130	166	..	..	..	2,065	80	..	5,875	82
Norron, .....	..	..	..	24	..	105	5	..	81,960	861	..	..	..	1,440	..	..	29,543	90
Apothauqui, .....	..	..	..	..	..	44	14	..	249,686	4,604	2014	116	..	2,088	13	..	63,878	133
Passau,	8	779	..	44	11,160	314	236	52	262,498	9,453	..	140	..	4,253	6	..	165,416	389
Penobscot, .....	..	..	..	..	..	..	14	8	60,208	1,865	..	..	..	4,273	..	..	165,416	..
Anagnon, .....	..	..	..	..	..	..	32	3	52,050	1,784	894	6	..	8,123	..	..	26,082	..
Petitcodiac, .....	..	..	4	15	..	344	10	20	3,465,740	3,406	18	102	..	2,770	..	2	59,015	..
Malabar, .....	..	..	..	..	..	74	810	383	5,970	7,666	16	..	..	708	..	..	12,740	..
Moncton, .....	..	..	29	24	..	1074	810	19	5,000	7,782	14	..	..	898	..	..	12,740	..
Shediac, .....	..	..	..	..	..	114	60	19	1,950	60,798	80	19,912	..	5,190	..	..	53,094	..
Point St. Charles, .....	..	..	..	..	..	104	16,912	1,174	60,798	60,798	80	19,912	15,118	15,118	8	..	29,164	..
Way Stations,	8	..	280	1844	..	66	7	2	86,915	4,071	879	24	4,652	4,652	..	..	30,811	180
Totals, 1868,	3,574	779	417	1,147	29,575	44,89	38,655	8,517	924,144	170,851	744	20,694	744	42,924	84	1,098	581,088	905
8 months, 1867,	9883	490	3428	545	106,137	1,204	13,1974	3,647	684,928	109,744	269	16,198	269	18,790	388	243	349,888	1,0194
1866,	2,315	880	193	1,644	84,642	1,800	27,723	7,539	827,909	119,707	92	14,947	92	29,852	321	871	415,813	692
1865,	1,535	284	319	1,476	84,079	1,329	19,789	2,295	853,779	160,651	126	30,028	126	38,643	75	158	474,132	305
1864,	2,681	142	584	1,599	23,465	3,101	20,744	1,475	881,665	91,368	373	21,081	373	37,083	171	312	389,587	287
1863,	1,217	62	721	715	18,402	763	22,529	3,784	708,702	101,100	413	15,437	413	24,622	176	315	356,590	105
1862,	1,924	225	982	1,288	36,209	684	18,903	3,022	894,747	85,016	347	9,957	347	27,653	258	488	254,839	145
1861,	1,440	108	568	1,594	42,807	652	19,781	3,987	650,300	82,853	208	9,517	208	9,750	154	555	265,020	124

DESCRIPTIVE SUMMARY OF FREIGHT FORWARDED FROM ALL STATIONS—Continued. (L.)

MONTH.	PRODUCTS OF FISHERIES.										YORK.				BEEF & OTHER MEATS				Hides & Skins In lbs.	lbs. Leather.	Dry Goods, Hard ware, Liquors, Merchandise of all kinds, not enumerated in Tons.
	FISH.			Salmon in lbs.			Brls. Oysters		Puns Molasses		Hids Sugar.		Brls. Sugar.		Salt in Fresh in Brls. lbs.		Salt in Fresh in Brls. lbs.				
	Barrels	Dried in lbs.	Salmon in lbs.	Brls. Oysters	Puns Molasses	Hids Sugar.	Brls. Sugar.	Salt in Brls.	Fresh in lbs.	Salt in Brls.	Fresh in lbs.	Salt in Brls.	Fresh in lbs.	Hides & Skins In lbs.	lbs. Leather.	Dry Goods, Hard ware, Liquors, Merchandise of all kinds, not enumerated in Tons.					
1865	1,535	224	310	1,776	1,390	10,750	2,205	853,770	160,651	126	30,028	88,648	75	158	474,182	305					
1866	2,681	142	584	2,445	3,031	20,784	1,475	581,685	91,208	373	21,081	87,688	171	312	389,587	287					
1867	1,917	62	721	1,849	783	22,593	1,783	708,702	101,100	413	15,487	24,522	176	315	356,590	105					
1868	1,924	225	982	1,988	36,209	684	18,908	694,747	85,016	347	9,957	27,653	253	488	254,689	145					
1861	1,440	108	568	1,504	42,807	652	19,781	650,300	82,853	208	9,517	9,750	154	555	265,020	124					
Totals, 8 months	7,250	378,757	393,412	2,614	899,150	101,790	1,152	836,107	63	591,490	178,041	251,083	482	5,596	2,986	2,986					
1865	2,308	155,808	80,963	2,072	598,109	66,330	1,207	731,234	58	343,233	48,200	172,632	296	2,986	2,986	2,986					
1866	3,374	212,387	121,150	3,140	757,232	70,611	911	1,183,469	78	493,549	174,395	154,254	4,745	4,745	4,745	4,745					
1867	2,896	216,329	169,201	2,781	757,190	79,506	894	619,141	159	480,671	125,890	185,930	4,091	4,091	4,091	4,091					
1868	2,920	264,047	582,702	2,150	704,100	49,514	1,003	618,118	112	493,651	210,978	146,778	4,578	4,578	4,578	4,578					
1863	2,086	242,097	170,209	2,346	770,159	58,385	1,723	496,384	153	409,797	178,020	164,373	4,115	4,115	4,115	4,115					
1862	2,067	268,398	91,565	2,413	593,596	62,288	953	498,405	44	382,529	170,909	107,618	3,279	3,279	3,279	3,279					
1861	1,938	193,324	81,313	2,003	770,168	62,382	812	515,049	85	322,561	186,537	88,442	3,957	3,957	3,957	3,957					

STATEMENT OF STORES ON HAND, 30TH JUNE, 1868. (M.)

4,022 Rails per Inventory,.....	39,891 15		
3,977 Chairs, "	2,382 69		
15,670 Sleepers, "	3,744 66		
16½ Tons Pine Timber,	159 38	46,177 88	Saint John,.....
7,700 Feet Spruce Logs,.....			
25 Pieces Pine Scantling,			Rothsay,.....
Inventory of Railway Supplies in General Store St. John,	7,702 58		Ossekeag,.....
Iron, Steel, and other supplies at Repair Shop do.	7,027 78		Norton,.....
Iron, Steel, and other supplies at Machine Shop, Shediac,	19,348 89		Apohaqui,.....
Stationery and Tickets in General Office, St. John, ...	2,526 55	36,605 80	Sussex,.....
1,205 ¹⁴⁴ / ₁₀₀ Cords sawn, } Wood at various Stations per	3,392 ¹⁵⁴ / ₁₀₀ Cords unsawn, }	16,370 82	Penobsquis,.....
3,392 ¹⁵⁴ / ₁₀₀ Cords unsawn, }			
Inventory of Stores on hand at the several Stations:			
Saint John,.....	143 31		Anagance,.....
Rothsay,.....	38 13		Petitcodiac,.....
Ossekeag,.....	40 92		Salisbury,.....
Norton,.....	48 83		Moncton,.....
Apohaqui,.....	55 40		Shediac,.....
Sussex,.....	55 48		B. Belyea,...
Penobsquis,.....	44 70		Wood on Line, .
Anagance,.....	35 74		
Petitcodiac,.....	54 46		
Salisbury,.....	48 45		
Moncton,.....	43 23		
Shediac,.....	58 04		
Point Du Chene.....	67 50	734 19	
		\$99,888 69	

WOOD AT

STATIO

NE, 1868. (M.)

WOOD AT THE SEVERAL STATIONS, 30th JUNE, 1868. (N.)

		STATIONS.	Cords of 160 ft. Sawm and Unsawn	CUBIC FEET.				
				SAWN.	UNSAWN.	TOTAL.		
0,891	15							
2,382	69							
3,744	66							
159	38	46,177	88	Saint John,.....	$417\frac{16}{160}$	11,184	55,552	66,736
				Rothsay,.....	$3\frac{128}{160}$	608	.....	608
7,702	58			Ossekeag,.....	$694\frac{120}{160}$	41,792	69,368	111,160
7,027	78			Norton,.....	$70\frac{28}{160}$	1,140	10,088	11,228
9,348	89			Apohaqui,.....	$301\frac{110}{160}$	30	48,240	48,270
2,526	55	36,605	80	Sussex,.....	$914\frac{120}{160}$	28,859	117,520	146,379
		16,370	82	Penobsquis,.....	$1\frac{40}{160}$	200	.....	200
				Anagance,.....	$209\frac{80}{160}$	.....	33,520	33,520
143	31			Petitcodiac,.....	$188\frac{74}{160}$	30,154	.....	30,154
38	13			Salisbury,.....	$96\frac{156}{160}$	5,276	10,240	15,516
40	92			Moncton,.....	$193\frac{111}{160}$	30,991	.....	30,991
48	83			Shediac,.....	$266\frac{150}{160}$	42,710	.....	42,710
55	40			J. B. Belyea,.....	$36\frac{106}{160}$	.....	5,866	5,866
55	48			Wood on Line,.....	1203	.....	192,480	192,480
44	70							
35	74							
54	46							
48	45			Totals,.....	$4598\frac{128}{160}$	192,944	542,874	735,818
43	23							
58	04							
67	50							
		734	19					
		\$99,888	69					

STATEMENT SHEWING THE NAMES, DUTIES, ADDRESS, AND PAY
OF ALL PERSONS IN THE RAILWAY SERVICE, 30TH JUNE, 1868.

NAMES.	DUTIES.	ADDRESS.	PAY.
Lewis Carvell,	General Manager,	St. John, . . .	\$2,000 00 per an.
J. Edward Boyd, . . .	Resident Engineer,	do.	1,000 00 "
Henry A. Whitney, . .	Locomotive and Car Supt.,	Shediac, . . .	800 00 "
Alex. McNaughton, . .	Accountant,	St. John, . . .	800 00 "
Gavin Rainnie,	Trackmaster,	do.	813 80 "
H. D. McLeod,	Paymaster,	do.	400 00 "
John Porter,	Cashier,	do.	500 00 "
J. W. Pitfield,	Tel. Operator and Clerk, . .	do.	600 00 "
W. G. Robertson, . . .	do. do.	do.	400 00 "
E. T. Trites,	do. do.	do.	400 00 "
Samuel Watson,	Storekeeper,	do.	1 50 " diem
James Coleman,	Station Master,	do.	700 00 per an.
O. T. Stone,	Ticket Agent,	do.	600 00 "
G. H. Pick,	Entry Clerk,	do.	1 50 " diem
John McFadzen,	Receiving Clerk,	do.	1 25 " "
Alex Brewster,	Switchman,	do.	37 50 " mo.
Robert Anderson, . . .	Porter and Baggage Master,	do.	1 15 " diem
John Knowles,	Porter,	do.	1 00 " "
William Weatherall, . .	do.	do.	1 00 " "
James Blackhall,	Porter and Policeman,	do.	1 00 " "
Owen Sullivan,	Watchman,	do.	30 00 " mo.
S. E. Davison,	Station Mistress & Operator	Rothesay, . . .	340 00 per an.
A. McN. Travis,	Station Master and Operator	Ossekeag, . . .	400 00 " "
Patrick Murphy,	Switchman & Laborer,	do.	90 " diem
E. A. Leonard,	Station Master and Operator	Norton,	400 00 " an'm
James Ryan, Jr.,	do. do.	Apohaqui, . . .	400 00 " "
C. F. Olive,	Station Master,	Sussex,	500 00 " "
Thos. Corbett, Jr., . . .	Laborer,	do.	80 " diem
George Murray,	Switchman,	do.	1 10 " "
Charles Chestnut,	Watchman,	do.	26 00 " mon
Samuel McCready, . . .	Station Master and Operator	Penobscuis, . .	340 00 " an'm
Hector Crookshank, . .	Station Master and Operator	Anagance, . . .	340 00 " "
W. W. Price,	Station Master and Operator	Petitcodiac, . .	400 00 " "
John S. Colpitts,	Station Master,	Salisbury, . . .	400 00 " "
Robert Cochran,	Station Master,	Moncton,	400 00 " "
John Flocks,	Switchman,	do.	1 20 " diem
I. W. J. Henderson, . . .	Station Master and Operator	Shediac,	400 00 " an'm
Richard Moore,	Switchman,	do.	1 20 " diem
Alex. Davidson,	Station Master,	Pt. duChene	60 00 " mon
John McLaughlan, . . .	Tel Operator and Clerk, . . .	do.	1 25 " diem
Samuel Allingham, . . .	Switchman,	do.	1 10 " "
William Smith,	Watchman,	do.	26 00 " mon
Jas. H. Bartlett,	Conductor,	St. John,	60 00 " "
Jas. M. Decker,	do.	do.	60 00 " "

STATEMENT SHEWING
THE NAMES AND

NAMES.
Robert Bustin,
John S. Trites,
Andrew Rainnie, . . .
Nelson Cannon,
Robert Rainnie,
William Kelly,
George Collard,
James Millican,
James T. Smith,
John Sproul,
M. Letarte,
Samuel McLeod,
David Tapley,
Robert M. Stevens
David A. Sinclair,
Joseph H. Moore,
Allan H. Rand,
John Stewart,
George L. Smith,
James Watson,
T. W. Prince,
James McDermott
John Hunter, Jr.,
Paul Dealy,
Robert Carr,
Robert James,
John Benson,
John Jenner,
Hugh Tait,
William Jenner,
James Bartram,
Alex. Stronach,
James F. Sayre,
J. B. Taylor,
John Fogarty,
Wm. S. Black,
Thomas Chilton,
Charles Kennedy,
Andrew Davis,
Jas. A. Johnson,
Stephen S. Black
Thos. Boardman,
C. C. Davison,
Paul White,

SS, AND PAY
JUNE, 1868.

STATEMENT SHEWING THE NAMES, DUTIES, ADDRESS, AND PAY OF ALL PERSONS IN THE RAILWAY SERVICE, 30TH JUNE, 1868.—Continued.

PAY.	NAMES.	DUTIES.	ADDRESS.	PAY.
2,000 00 per an.	Robert Bustin,	do.	do.	\$ 2 00 per diam.
1,000 00 "	John S. Trites,	do.	do.	2 00 "
800 00 "	Andrew Rainnie,	do.	do.	2 00 "
800 00 "	Nelson Cannon,	Baggage Master,	Shediac,	1 25 "
813 80 "	Robert Rainnie,	do.	St. John,	1 25 "
400 00 "	William Kelly,	do.	Sussex,	1 25 "
500 00 "	George Collard,	do.	St. John,	1 25 "
600 00 "	James Millican,	do.	Shediac,	1 25 "
400 00 "	James T. Smith,	Brakeman,	St. John,	1 25 "
400 00 "	John Sproul,	do.	Sussex,	1 25 "
1 50 " diem	M. Letarte,	do.	St. John,	1 25 "
700 00 per an.	Samuel McLeod,	do.	do.	1 25 "
600 00 "	David Tapley,	do.	do.	1 25 "
1 50 " diem	Robert M. Stevens,	Engine Driver,	do.	60 00 per mo.
1 25 " "	David A. Sinclair,	do.	do.	60 00 "
37 50 " mo.	Joseph H. Moore,	do.	do.	60 00 "
1 15 " diem	Allan H. Rand,	do.	do.	60 00 "
1 00 " "	John Stewart,	do.	do.	60 00 "
1 00 " "	George L. Smith,	do.	do.	60 00 "
1 00 " "	James Watson,	do.	do.	40 00 "
30 00 " mo.	T. W. Prince,	Fireman,	do.	30 00 "
340 00 per an.	James McDermott,	do.	do.	30 00 "
400 00 " "	John Hunter, Jr.,	do.	do.	30 00 "
90 " diem	Paul Dealy,	do.	Shediac,	30 00 "
400 00 " an'm	Robert Carr,	do.	do.	30 00 "
400 00 " "	Robert James,	do.	St. John,	26 00 "
500 00 " "	John Benson,	Cleaner,	do.	27 00 "
80 " diem	John Jenner,	do.	Sussex,	27 00 "
1 10 " "	Hugh Tait,	do.	Shediac,	27 00 "
26 00 " mon	William Jenner,	do.	St. John,	27 00 "
340 00 " an'm	James Bartram,	do.	do.	27 00 "
340 00 " "	Alex. Stronach,	Foreman Machinist,	Shediac,	750 00 per an'um
400 00 " "	James F. Sayre,	Machinist,	do.	2 00 per diem
400 00 " "	J. B. Taylor,	do.	do.	1 70 "
400 00 " "	John Fogarty,	do.	do.	1 50 "
1 20 " diem	Wm. S. Black,	do.	do.	1 60 "
400 00 " an'm	Thomas Chilton,	do.	do.	1 25 "
1 20 " diem	Charles Kennedy,	do.	do.	1 25 "
60 00 " mon	Andrew Davis,	do.	do.	1 25 "
1 25 " diem	Jas. A. Johnson,	do.	do.	1 25 "
1 10 " "	Stephen S. Black,	Apprentice,	do.	1 00 "
26 00 " mon	Thos. Boardman,	Coppersmith,	do.	1 80 "
60 00 " "	C. C. Davison,	Blacksmith,	do.	1 50 "
60 00 " "	Paul White,	Helper,	do.	1 00 "

STATEMENT SHEWING THE NAMES, DUTIES, ADDRESS, AND PAY OF ALL PERSONS IN THE RAILWAY SERVICE, 30TH JUNE, 1908.—Continued.

NAME.	DUTIES.	ADDRESS.	PAY.
Richard Rogerson,	Blacksmith,	Shediac,	\$1 10 per diem.
Mitchell Corr,	Helper,	St. John,	1 00 "
Henry Cochran,	Blacksmith,	do.	1 50 "
James Roleston,	Helper,	do.	1 00 "
John McPherson, Jr.,	Boiler Maker,	Shediac,	1 25 "
James Hilson,	Woodman,	do.	1 00 "
William Kennedy,	Watchman,	do.	26 00 per month.
Jacob Hughes,	Foreman Car Repairs,	St. John,	2 00 per diem.
James Dawson,	Carpenter,	do.	1 25 "
Nelson Treen,	do.	Shediac,	1 25 "
Thos. Gay,	do.	do.	1 25 "
George Thomas,	do. (Boy)	St. John,	75 "
Joseph Barton,	do.	do.	1 25 "
Jeremiah Thomson,	do.	do.	1 25 "
John H. Johnson,	do.	do.	1 25 "
Henry Hughes,	do.	do.	1 25 "
Chas. Osborne,	do.	do.	1 25 "
James Ferguson,	do.	do.	1 25 "
Martin H. Chapman,	do.	do.	1 25 "
Thos. T. Trites,	do.	do.	1 25 "
George Thompson,	do.	do.	1 25 "
Wm. Duncan,	Car Inspector,	do.	1 50 "
Chas. Radcliffe,	Painter,	do.	1 75 "
Albert Coleman,	do.	do.	1 25 "
Thomas Creighton,	do.	do.	1 25 "
William Hughes,	do. (Boy)	do.	60 "
Israel King,	Laborer,	Shediac,	1 00 "
John Allingham,	do.	do.	1 00 "
Stephen Harper,	do.	do.	1 00 "
Baptiste Thibedeaux,	do.	do.	1 00 "
George Carpenter,	do.	do.	1 00 "
George Proudfoot,	do.	St. John,	1 00 "
Eliza Pierce,	Car Cleaner,	do.	50 "
Annie Pierce,	do.	do.	50 "
John Adams,	Watchman,	do.	26 00 per month.
Robert Irvine,	Laborer,	do.	1 25 per diem.
James Wright,	do.	do.	1 00 "
Andrew Reed,	do.	do.	1 00 "
James Rafter,	Foreman of Track,	do.	1 40 "
Five Trackmen,	do.	do.	1 00 "
A. McCafferty,	Foreman of Track,	Quispamsis,	1 40 "
Two Trackmen,	do.	do.	1 00 "
William Jackson,	Foreman of Track,	Ossekeag,	1 40 "
Two Trackmen,	do.	do.	1 00 "
John McPherson,	Foreman of Track,	Norton,	1 40 "
Two Trackmen,	do.	do.	1 00 "
George Simmons,	Foreman of Track,	Sussex,	1 40 "
Two Trackmen,	do.	do.	1 00 "
Charles Rowe,	Foreman of Track,	Penobsquis,	1 40 "
Two Trackmen,	do.	do.	1 00 "
Thomas Sizer,	Foreman of Track,	Anagance,	1 40 "
Two Trackmen,	do.	do.	1 00 "
Henry Kilpatrick,	Foreman of Track,	Petitcodiac,	1 40 "
Two Trackmen,	do.	do.	1 00 "
James Walton,	Foreman of Track,	Salisbury,	1 40 "
Two Trackmen,	do.	do.	1 00 "
Michael Fitzgerald,	Foreman of Track,	Moncton,	1 40 "
Three Trackmen,	do.	do.	1 00 "
William Stimson,	Foreman of Track,	Humphys mill,	1 40 "
Three Trackmen,	do.	do.	1 00 "
John Hewlett,	Foreman of Track,	Shediac,	1 40 "
Three Trackmen,	do.	do.	1 00 "

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