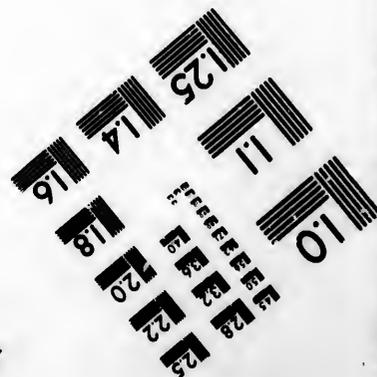
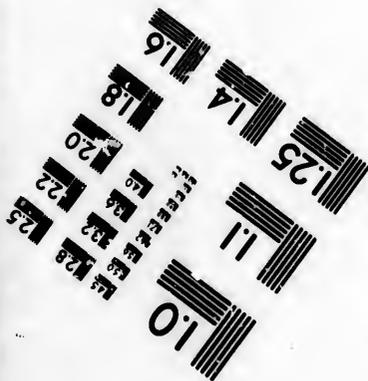
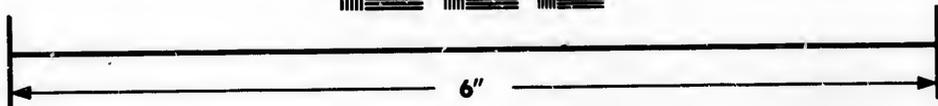
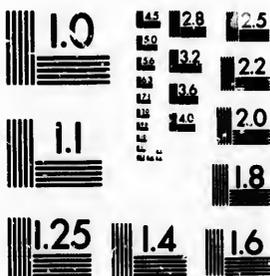


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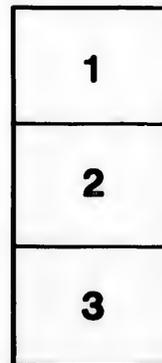
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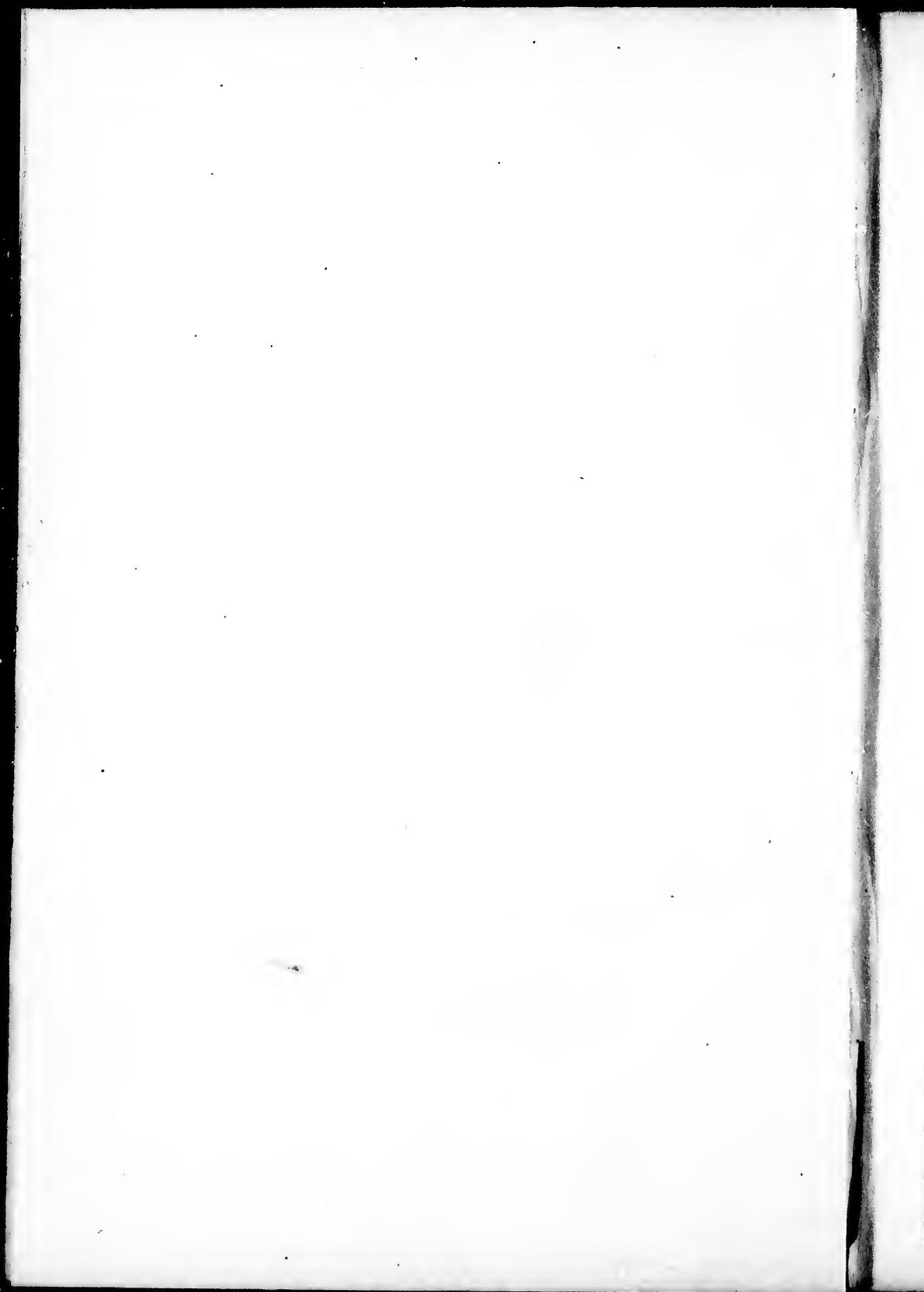
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SEVENTH ANNUAL REPORT
OF THE
RAILWAY COMMISSIONERS

OF THE
PROVINCE OF NEW BRUNSWICK,
FOR THE YEAR

1864.

PRINTED BY ORDER OF HIS EXCELLENCY THE LIEUTENANT GOVERNOR,
FOR THE USE OF THE HON. THE LEGISLATIVE COUNCIL
AND THE HOUSE OF ASSEMBLY.



SAINT JOHN, N.B. :
PRINTED BY H. CHUBB & CO., PRINCE WILLIAM STREET.

1865.

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REPORT.

RAILWAY COMMISSIONERS' OFFICE,
St. John, N. B., 3rd Jan. 1865. }

To the Hon.

The PROVINCIAL SECRETARY.

SIR—

I beg to submit, for the information of His Excellency the Lieutenant Governor in Council, the Accounts and Reports of the operations on the European and North American Railway for the year ending 31st October, 1864.

Quarterly Accounts of all expenditures, liabilities, and receipts, have been furnished in accordance with the law.

The Traffic Accounts and Vouchers have been audited in St. John by Mr. Johnson, from the Auditor General's Office.

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

CAPITAL ACCOUNT.

DR.

1864.	To Expenditure to date, as follows:—		
Oct. 31	“ Engineering, per Abstract A.	216,642 94	
	“ Permanent Way, “ B.	3,724,448 57	
	“ Buildings, “ C.	195,552 69	
	“ Rolling Stock and Machinery, D.	363,070 48	
	“ Miscellaneous Stock, E.	15,512 03	
	“ General Expenses, F.	64,757 49	
	“ Norton and Apohaqui Bridges,		4,579,984 20
	“ Water Terminus,		12,583 67
	“ General Stores,		5,152 04
	“ Balance,		113,655 06
			16,619 93
			<u>\$4,727,994 90</u>

CR.

1864.		
Oct. 31	By Provincial Treasury,	4,727,994 90
		<u>\$4,727,994 90</u>

DR.

1863.	To Provincial Treasury,	6,000 00	
Nov. 30	“ Provincial Treasury,	1,101 43	
Dec. 31			
1864.			
Aug. 31	“ Provincial Treasury,	20,000 00	
Oct. 31	“ Rothesay Accident Law Expenses,	9,455 21	
	“ Locomotive Power, per Abstract G	•	
	“ Merchandise and Passenger Cars, H	33,691 99	
	“ Maint. of Way and Buildings, J	22,008 64	
	“ General Charges, K	26,295 04	
	“ Net Revenue this year,	21,634 45	
	“ Balance carried to General Balance,	41,427 74	
		<u>11,972 53</u>	
		\$145,057 86	48,529 17
			<u>\$145,057 86</u>

REVENUE ACCOUNT.

CR.

1863.			
Oct. 31	By Net Revenue Balance at date,		7,101 43
1864.			
Oct. 31	“ Passenger Traffic,	64,292 52	
	“ Freight Traffic,	71,999 74	
	“ Mails & Sundries,	8,755 60	
	“ Net Revenue this year,		41,427 74
			<u>\$145,057 86</u>
			48,529 17
			<u>\$145,057 86</u>

DR. GENERAL BALANCE, YEAR ENDING 31st OCTOBER, 1864. CR

To Commercial Bank,	21,441 87	By Capital Account Balance,	16,619 93
" Cash,	32	" Round Trip,	179 34
" Bye Roads,	175 03	" P. E. Island Steam Navigation Company,	42 75
" Board of Works,	1,199 75	" International S. S. Company,	251 50
" Burpee's Survey,	339 00	" Revenue Account,	11,972 53
" Arrears at Stations,	1,685 69		
" F. Giles,	92 00		
" H. W. Baldwin, (Express),	212 40		
" LeBaron Drury,	260 82		
" A. McBean,	72 23		
" American Telegraph Company,	181 60		
" J. H. Littlehale,	49 28		
" Freight and Baggage (unclaimed),	24 28		
" St. John City Corporation,	41 60		
" Freehold Property,	3,290 18		
	<u>\$29,066 05</u>		<u>\$29,066 05</u>

\$145,057 86 | 48,529 17

\$145,057 86 | 48,529 17

\$145,057 86 | 48,529 17

Abstract A.
ENGINEERING.

PARTICULARS OF EXPENDITURE.	to 1863.	1864.	TOTALS.
Salaries and Office Expenses,	112,081 63	621 83	112,703 46
Surveying, &c.,	48,545 03		48,545 03
Travelling and Incidentals,	35,903 25		35,903 25
Instruments and Drawing Materials,	3,313 15		3,313 15
Inspectors,	14,364 64		14,364 64
Miscellaneous,	1,813 41		1,813 41
	<u>\$216,021 11</u>	<u>621 83</u>	<u>216,642 94</u>

Abstract B.
PERMANENT WAY.

PARTICULARS OF EXPENDITURE.	to 1863.	1864.	TOTALS.
Labor by Contract or otherwise, . . .	2,531,443 77	45 20	2,531,488 97
Rails, Chairs, Ties, Signals, &c., . . .	833,130 64		833,130 64
Land Damage,	151,248 49	2 40	151,250 89
Miscellaneous, including Fencing,	208,948 63		
Less Ballast sold, 436 46	<u>208,512 17</u>	<u>65 90</u>	<u>208,578 07</u>
	<u>\$3,724,335 07</u>	<u>113 50</u>	<u>3,724,448 57</u>

Abstract C.
BUILDINGS.

PARTICULARS OF EXPENDITURE.	to 1863.	1864.	TOTALS.
Terminal Stations,	64,010 42	55 34	64,065 76
Stations,	76,822 62	644 85	77,467 47
Way Stations,	3,381 36		3,381 36
Wharves,	42,930 02		42,930 02
Miscellaneous,	7,708 08		7,708 08
	<u>\$194,852 50</u>	<u>700 19</u>	<u>195,552 69</u>

Abstract D.
ROLLING STOCK AND MACHINERY.

PARTICULARS OF EXPENDITURE.	TO 1863.	1864.	TOTALS.
Engines and Tenders,	134,542 09	30 00	134,572 69
Spare Gear,	13,267 18		13,267 18
Tools and Implements,	13,150 34	19 22	13,169 56
Snow Ploughs,	4,273 48		4,273 48
Stationary Engines,	2,282 60		2,282 60
Passenger Cars,	44,274 62		44,274 62
Freight Cars,	50,562 97	96 05	50,659 02
Platform Cars,	66,147 19	358 89	66,506 08
Ballast Cars,	27,444 00		27,444 00
Miscellaneous,	6,621 25		6,621 25
	\$362,566 32	504 13	363,070 48

Abstract E.
MISCELLANEOUS STOCK.

PARTICULARS OF EXPENDITURE.	TO 1863.	1864.	TOTALS.
Furniture in General Office,	4,715 40		4,715 40
Furniture in Stations,	9,436 20		9,436 20
Horses, Wagons, &c., &c.,	1,143 30		1,143 30
Miscellaneous,	217 13		217 13
	\$15,512 03	....	15,512 03

Abstract F.
GENERAL EXPENSES.

PARTICULARS OF EXPENDITURE.	TO 1863.	1864.	TOTALS.
Salaries, Office Expenses, &c.,	32,011 48	170 42	32,181 90
Insurance,	933 95		933 95
Interest and Commission,	1,307 93		1,307 93
Postages, Printing, &c.,	5,936 12		5,936 12
Police Expenses,	14,347 03		14,347 03
Miscellaneous,	10,050 56		10,050 56
	\$64,587 07	170 42	64,757 49

Abstract G.
LOCOMOTIVE POWER.

1863.	PARTICULARS OF EXPENSES.	1864.
7,537 18	Wages to Drivers, Firemen and Cleaners,.....	7,396 65
9,158 47	Firewood,	13,303 50
1,059 41	Oil, Tallow and Waste,	1,276 04
2,220 29	Materials for repairing Engines and Tenders, in- } cluding packing,	2,444 79
6,473 30	Wages for repairing Engines and Tenders,	7,291 42
26 13	Repairs to Workshops and Engine Houses,	107 23
103 83	Repairs and Renewals of Tools, Lamps, &c.,	125 75
988 19	Water, Pumping, and Pump and Tank Repairs, . .	877 54
141 88	Small Stores,	158 90
611 07	Miscellaneous,	710 17
\$28,319 75		\$33,691 99

Abstract H.
MERCHANDISE AND PASSENGER CARS.

1863.	PARTICULARS OF EXPENSES.	1864.
7,072 65	Wages to Conductors, Brakemen and Porters,.....	7,208 11
849 95	Oil and Waste for Packing Cars,	937 49
2,325 21	Materials for Repairing Cars,	5,656 11
3,466 09	Wages for Repairing Cars,	5,062 42
123 32	Repairs to Workshops, Cranes, Tools and Implements } including repairs and renewal of Lamps, &c. }	199 08
110 76	Small Stores used on Trains,	203 86
1,389 92	Wages to Switchmen,	1,312 65
145 85	Fuel,	144 00
221 96	Extra Labor, Loading and discharging Freight, . .	333 13
1,307 28	Miscellaneous,	951 79
\$17,013 03		\$22,008 64

Abstract J.
MAINTENANCE OF WAY AND BUILDINGS.

1863.	PARTICULARS OF EXPENSES.	1864.
16,385 37	Track-master, Foremen and Laborers' Wages,	19,996 69
2,012 54	Rails, Chairs, Spikes, Fittings, Sleepers, &c.,	2,847 77
205 81	Repairs to Stations, Wharves, Buildings, Platforms	734 70
715 93	Portion of Resident and Assistant Engineers' Salaries and Expenses, }	621 82
16 58	Small Stores,	31 77
131 06	Repairs to Snow Ploughs and Flange Cleaners,	119 06
441 07	Repairs and renewal of Hand Cars, Tools and Implements, }	299 38
4,513 47	Extra Labor shovelling Snow and cutting Ice,	631 72
	Miscellaneous, including Fencing,	1,012 13
\$24,471 83		\$26,295 04

Abstract K.
GENERAL CHARGES.

1863.	PARTICULARS OF EXPENSES.	1864.
2,594 06	Portion of Commissioners' Salary and Office Expenses	2,647 27
3,056 49	Salaries of Superintendent, Accountant, Clerks and Office Expenses, }	2,843 92
7,285 44	Salaries to Station Agents, Clerks and Watchmen,	7,423 75
568 80	Stationery used at Stations,	765 14
209 92	Damage to Goods, &c.,	888 64
1,219 50	Insurance,	1,309 50
546 85	Advertising, Printing, and Tickets,	837 53
1,504 29	Fuel, Oil, and Incidental Expenses at Stations,	1,311 26
546 36	Rothsay Accident,	
	Pine Hill Accident,	1,661 27
	Defalcation of J. Henry Beek, Ag't, St. John Station,	1,282 22
1,197 97	Miscellaneous,	663 95
\$18,729 68		\$21,634 45

I append a Report from Mr. Boyd, Engineer and Superintendent.

The amount expended by authority of Government on Capital Account for the year 1864, is as follows:—

Norton Station Platform,	400 00
Norton Station Siding,	162 50
Safety Chains for Cars,	454 94
New Store Room, St. John Station,	38 75
Cattle Guards, Rothesay,	15 40
Cattle Guards, Moncton,	10 20
Fencing,	61 90
Enlarging Freight Office, Peticodiac Station,	21 23
Slope to Platform, Peticodiac Station,	61 12
Gate and Railing, Freight House, Point du Clene Station, ..	16 59
Engineering,	621 83
Brackets for Lamps, First Class Cars,	19 22
Registering Lands, Torryburn,	2 40
Mooring Post, Moncton Wharf,	4 00
Blowers to Engines, "Sussex" and "Scadouc,"	30 00
Making Road to Guerney's Siding,	19 60
Portion of Commissioners' Salary and Office Expenses, ...	170 42
	<u>\$2,110 10</u>

The net surplus Revenue for the year, excluding damages arising from the accident at Rothesay in February 1863, has been \$41,427 74.

The damages and law expenses connected with the Rothesay accident amount to \$9,455 21.

Early in the year, a suspicion was entertained that J. H. Beek, the Station Master at St. John, was not keeping his accounts properly.

While an investigation was being held, Beek went off clandestinely to the United States, and it was found that he was a defaulter to the extent of \$1,282 22. He had managed to conceal this deficiency, which had extended over a considerable period, by borrowing from his friends to make up his monthly settlements.

A Deep Water Terminus at St. John, was arranged for early in the year, and is nearly finished at a cost of about \$21,000, not including land damages which have to be appraised.

Respectfully submitted,

R. JARDINE,

CHAIRMAN.

ENGINEER AND SUPERINTENDENT'S REPORT.

SAINT JOHN, N. B., Dec. 1st. 1864.

R. JARDINE, Esq.,
Chairman of Railway Commissioners.

SIR,—

I beg leave to submit the following Report of the Railway operations during the year ending 31st October last.

The following Table shows the Receipts and Expenses and net Revenue of 1864 as compared with those of 1863.

REVENUE.	1863.		1864.		
Passengers,	57,832	70	64,292	52	
Freight,	61,388	78	71,999	74	
Mails and Sundries,.....	10,051	04	8,765	60	
		129,272	52	145,057	86
EXPENSES.					
Locomotive Power, G.	28,319	75	33,691	99	
M'dse. and Passenger Cars, H.	17,013	03	22,008	64	
Maint. of Way and Buildings, J.	24,471	83	26,295	04	
General Charges, K.	18,729	68	21,634	45	
		88,534	29	103,630	12
NET REVENUE.		\$40,738	23	\$41,427	74

The per centage of Revenue from different sources, and that of Expenses of different departments, are given in Table No. 16. The Law Expenses connected with the Rothesay Accident, not being legitimate charges against the actual cost of working the Road, are not taken into account in this place.

The increase in total receipts from Passenger Traffic is \$6,459 82.

The number of Passengers has increased 8,866. Of these 8,177, or 92·2 per cent., were Way Passengers, with an average mileage of 20·42 miles, and 689 or 7·8 per cent. through Passengers, whose average mileage was 107·41 miles. Of 139,554, the total number of Passengers carried, 95 per cent. were Way Passengers.

As regards Classes, the First Class Way Passengers have *decreased* 1,095, the Second Class have *increased* 9,272. The First Class Through Passengers have *decreased* 1,721, the Second Class have *increased* 2,401. On the whole the *decrease* in First Class Passengers has been 2,816, or 3·04 per cent., and the *increase* in Second Class 11,682, or 30·46 per cent.

The effect of this decrease in the higher paying Passengers has been counterbalanced in the case of the Way Traffic, by the increase in numbers and greater average mileage, which latter is 1·06 mile greater than in 1863, the average receipts per Passenger shewing a corresponding increase of 2·1 cents. With the Through Traffic, however, this is not the case; the *increase* in the average mileage is ·732 of a mile, but the average receipts per Passenger have *decreased* 10·03 cents. The average receipts per Passenger have been also reduced by the greater number of Family Tickets used, 22,443 Passengers having passed on them last year, against 18,090 in 1863. On the whole the average receipts per Passenger have increased 1·8 cent. See Tables No. 10, 11 and 12.

The total receipts from Freight Traffic have increased \$10,610 96.

The Way Freight has increased 7,904 tons, and the Through Freight 2,117 tons, in all 10,021.

The average mileage of Way Freight has decreased 1·23 mile, and of Through Freight ·64 of a mile. The average receipts per ton have decreased ·066 of a cent on Way Freight, and ·093 of a cent on Through Freight, and ·05 of a cent on both.

The average receipts per ton per mile have decreased ·083 of a cent on Way Freight, and increased ·032 of a cent on Through Freight, a decrease of ·094 of a cent on both. This is owing to the greater per centage of Fourth Class Freight carried.

The Way Freight was 83·6 per cent of the whole quantity carried.

The per centage of Dead Weight hauled is less than in any former year, and the statement shows that the cars have, on the average, been fully loaded in one direction, so that no dead weight has been hauled which could have been avoided. Any measure that will have a tendency to draw up freight to the road will operate beneficially in reducing still further the percentage of dead weight. Of the 55,355 tons of Freight which passed over the road, 38,809 tons, or 70 per cent., came West, leaving of course a great many cars to be hauled back empty. The Passenger Traffic is slightly the other way, the number going East exceeding those going West by 5,158, or 3·7 per cent. See Tables 13, 14 and 15.

It is satisfactory to note the somewhat slow but steady increase in the Local Traffic, both in Passengers and Freight. Experience in other countries has shewn that the

Local Traffic is most valuable, and that it is important that it should be fostered in every way. It is said that on the English Railways 70 per cent. of the passenger fare is paid by passengers whose average mileage is not more than seven miles, and in the freight Traffic similar results have been observed. Some of the Railway Companies in the United States have proved by experience that the local traffic is not to be neglected with impunity.

The receipts from Mails and Sundries are less than those from same sources in 1863 by \$1,285 44. This source of Revenue fluctuates from so many causes that no very close estimate can be made of it.

The Locomotives ran 9,850 miles more during the past year than in 1863. The Car mileage shows an increase of 45,462 miles, and the gross tons moved one mile were 851,813 more than in 1863.

The expenses of Locomotive Power have increased \$5,372 24. Of this \$3,145 is in fuel, and the remainder in repairs. This excess in fuel is due in part to additional mileage and weight moved, in part to advanced price of Wood, and in part to a deficiency in the Stock on hand. There had not been an opportunity to take an accurate measurement of the stock for two years, and the deficiency is now all charged against the consumption of 1864.

The Locomotive averages, given in Tables 6, 7, 8 and 9, compare favorably with those of former years, and with those of other lines.

The expenses of Merchandise and Passenger Cars have increased \$4,995 61, chiefly in cost of repairs. As the wooden trucks wear out they are being replaced with iron ones; fourteen of these were put under the cars during the year. If the Platform Freight Cars were constructed entirely of iron, I have no doubt a large saving would be the ultimate effect.

The increase in the cost of Maintenance of Way was caused altogether by the great quantity of slurry removed from the ditches.

An accident occurred at Pine Hill in January last, which increased the General Expenses \$1,661 27. Two engines were running from Moncton to Shediac with the Snow Plough. Owing to the blocking on one side of the truck having fallen out, the the Snow Plough settled down low enough to strike the end of the rail of the siding. The Snow Plough and leading Engine were thrown across the track. The second Engine struck the other full on the side, doing serious damage. Providentially no one was hurt. An alteration has since been made in the Snow Plough which will prevent the occurrence of a similar accident in future.

The Track is in good order; 6,490 sleepers, 686 chairs, and 204 rails have been

renewed during the year; 21,000 sleepers have been contracted for at an exceedingly moderate rate, to be laid next summer between Moncton and Shediac. The sleepers on that district have now been laid between eight and nine years.

The Freight Siding at Norton has been lengthened and a Freight Platform built.

More of the Cars have been fitted with safety chains. The benefit of these has already been experienced in cases where derailment has taken place.

Cattle guards have been put in at Rothesay and Moncton.

The freight room at St. John is very limited, and much inconvenience arises from having to receive and discharge freight in a building which is barely large enough for either purpose singly.

Three First Class, three Second Class, and two Express Cars have been varnished; three First Class and one Second Class have been painted and varnished; and twenty-six Box Freight Cars have been painted; and fifty wheels have been renewed.

The water terminus at St. John, now nearly completed, is already found to be a great convenience. There will be sufficient track to hold thirty freight cars, and 1120 feet of wharf face for the accommodation of vessels and scows, besides 28,000 square feet of piling ground. It will be seen from this that the most has been made of the area appropriated for the terminus.

I did not take charge of the line as Superintendent until September last, and I must take this opportunity of acknowledging the courtesy with which Mr. Carvell, the late Superintendent, who was then retiring, afforded me all the assistance in his power to obtain an insight into the duties of the office. The excellence of the system introduced by him becomes more apparent the more I become acquainted with its details.

I cannot help expressing at the same time my satisfaction at the hearty assistance I have received from every member of the Staff. Taking charge as I did without much previous acquaintance with the routine of duties, I was more than ordinarily dependent on their co-operation and I must say that but one spirit seems to actuate them individually and collectively, and that is to advance the interests of the Railway by every means in their power.

I am, Sir,

Your obedient servant,

J. EDWARD BOYD,

ENGINEER & SUPERINTENDENT.

Table 1.
CLASSIFIED MONTHLY STATEMENT OF REVENUE.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS AND SUNDRIES.		TOTALS.	
	1863.	1864.	1863.	1864.	1863.	1864.	1863.	1864.
	November,	3,990 22	4,855 50	4,974 16	6,760 06	1,021 37	393 00	9,985 75	12,008 56
December,	4,704 43	5,736 38	5,208 43	5,855 60	562 62	476 70	10,475 48	12,068 28
January,	3,211 23	3,423 66	3,716 24	5,770 22	638 02	470 00	7,565 49	9,623 88
February,	2,711 08	2,651 20	5,406 45	5,307 64	440 66	487 50	8,558 19	8,456 34
March,	2,893 58	4,257 73	5,910 02	7,431 19	402 67	471 70	9,206 87	12,166 42
April,	3,952 95	3,910 99	5,826 78	5,481 05	625 37	597 60	10,405 10	9,989 64
May,	5,058 69	5,608 26	5,163 93	5,824 10	1,057 97	469 15	11,280 59	11,901 51
June,	5,206 59	6,094 07	4,607 36	5,981 67	1,098 67	1,190 95	10,912 62	13,266 69
July,	6,485 13	8,178 85	4,840 84	6,137 59	1,396 67	1,186 80	12,722 64	15,503 24
August,	6,892 18	7,050 15	4,422 29	5,852 63	1,138 22	1,119 50	12,472 69	14,092 28
September,	6,591 28	6,470 64	4,483 73	5,599 51	1,151 90	1,051 70	12,226 91	13,121 45
October,	6,135 34	6,045 09	6,827 95	5,998 43	493 90	815 00	13,460 19	12,859 57
Total, ...	\$57,832 70	64,292 52	61,388 78	71,999 74	10,051 04	8,765 60	129,272 52	145,057 86

Table 2.
CLASSIFIED MONTHLY STATEMENT OF EXPENSES.

MONTHS.	LOCOMOTIVE POWER.		MERCHANDISE & PASSENGER CARE.		MAINT. OF WAY AND BUILDINGS.		GENERAL CHARGES.		TOTALS.	
	1863.	1864.	1863.	1864.	1863.	1864.	1863.	1864.	1863.	1864.
	November,...	2,162 48	2,551 50	1,174 28	1,445 32	1,164 28	1,814 03	1,318 92	1,383 06	5,819 96	6,993 91
December,...	2,524 10	2,755 25	1,371 13	1,509 68	1,085 27	1,112 43	1,380 30	1,578 28	6,350 80	7,075 74
January,...	2,226 64	2,616 72	1,596 15	1,624 14	966 78	1,237 07	1,565 58	2,840 50	6,155 15	8,318 33
February,...	2,225 33	2,903 35	1,038 56	1,533 33	893 22	1,350 06	1,450 10	2,113 43	5,607 81	7,963 67
March,.....	2,352 64	3,027 53	1,140 96	1,632 69	1,208 32	1,278 11	1,225 55	1,640 67	5,928 47	7,669 03
April,.....	2,201 19	2,280 46	1,546 97	1,775 32	1,681 01	1,292 55	1,275 84	1,752 25	6,705 01	7,100 58
May,.....	2,298 04	2,832 01	1,762 51	1,776 79	2,412 84	2,015 33	1,761 34	1,705 74	8,234 73	8,329 87
June,.....	2,559 30	2,903 81	1,404 35	1,639 60	2,921 55	2,890 54	1,245 40	1,609 22	8,230 60	9,106 17
July,.....	2,302 70	2,952 87	1,626 85	1,848 37	3,841 84	3,345 13	1,284 91	1,168 25	9,053 30	9,314 62
August,.....	2,349 21	3,171 63	1,547 78	3,135 75	3,002 59	4,148 92	1,690 53	1,942 57	8,590 11	12,339 67
September,...	2,651 37	2,884 48	1,547 96	1,629 52	2,812 18	2,795 40	2,359 20	2,260 65	9,380 71	9,571 05
October,....	2,453 15	2,973 35	1,485 53	2,216 63	2,481 95	3,014 47	2,071 01	1,640 03	8,494 64	9,847 48
Total,...	\$28,319 75	\$33,691 99	17,013 03	22,008 64	24,471 83	25,295 04	18,729 03	21,634 45	88,534 29	103,630 12

Table 3.
PASSENGER STATEMENT.

MONTHS.	LOCAL.				THROUGH.				BOTH.			
	EAST.	WEST.	TOTAL.	MILEAGE.	EAST.	WEST.	TOTAL.	MILEAGE.	EAST.	WEST.	TOTAL.	MILEAGE.
November..	3,529	3,258	6,787	175,381	258	396	654	69,888	3,787	3,654	7,441	245,269
December..	4,441	4,110	8,551	267,312	137	169	306	32,477	4,578	4,279	8,857	299,789
January...	2,927	2,696	5,623	154,395	87	90	177	18,766	3,014	2,786	5,800	173,161
February...	2,125	2,099	4,215	115,532	61	64	125	13,250	2,156	2,154	4,310	128,792
March.....	3,683	3,647	7,330	186,723	121	122	243	25,758	3,804	3,769	7,573	212,481
April.....	3,400	3,294	6,694	172,912	123	84	207	21,912	3,523	3,378	6,901	194,854
May.....	4,798	4,558	9,356	220,085	332	322	654	69,384	5,130	4,880	10,010	289,469
June.....	5,366	4,593	9,959	243,646	328	375	703	82,788	5,754	4,968	10,722	326,434
July.....	13,137	11,644	24,781	342,004	563	489	1,052	112,476	13,700	12,133	25,833	454,480
August....	13,907	13,115	27,022	382,360	446	509	955	105,202	14,353	13,624	27,977	487,562
September.	7,176	6,625	13,801	226,323	410	491	901	96,948	7,586	7,116	14,702	323,271
October...	4,567	4,049	8,616	223,454	374	408	782	83,530	4,941	4,457	9,398	306,984
1864	69,056	63,679	132,735	2,710,137	3,300	3,519	6,819	732,409	72,356	67,198	139,554	3,442,546
1863	64,447	60,111	124,558	2,410,483	2,785	3,345	6,130	653,923	67,232	63,456	130,688	3,064,406

Table 5.
MONTHLY ABSTRACT OF LOCOMOTIVE RETURNS.

MONTHS.	Hours in Steam.	MILES RUN BY			CONSUMPTION.				AVERAGE.				
		Engines.	Cars.	Snow Flow.	Wood in Cubic ft.	Pints Oil.	Tallow, lbs.	Waste, lbs.	Cars Run. to 1 Mile Run.	Miles run to 1 Hour in Steam.	Cable Feet of Wood, per 100 Miles Run.	Pints Oil and Tallow, per 100 Miles Run.	Lbs. Waste per 100 Miles Run.
November,	1,230	10,146	75,174	..	25,539	259	145	83	7,409	8,248	232,306	4,155	818
December,	1,358	10,940	74,288	34	28,982	297	159	68	6,79	8,056	264,917	4,375	621
January,	1,393	10,630	69,418	351	29,527	270	172	65	6,53	7,631	277,77	4,389	611
February,	1,313	11,703	71,127	1,457	30,543	249	152	80	6,077	8,401	269,984	3,611	683
March,	1,475	12,628	86,688	370	29,777	248	180	59	6,864	8,561	235,801	3,592	467
April,	1,327	10,904	73,485	..	23,355	180	150	65	6,739	8,217	214,187	3,222	596
May,	1,579	14,255	69,615	17	23,155	273	211	90	4,885	9,027	176,464	3,606	631
June,	2,032	17,805	82,273	..	31,011	360	285	109	4,62	8,676	174,17	3,851	612
July,	2,024	18,658	91,582	..	31,145	332	255	136	4,908	9,2	166,925	3,341	727
August,	2,090	20,050	99,011	..	33,551	367	284	137	4,938	9,593	167,386	3,449	683
September,	2,054	19,772	94,124	..	32,858	372	268	137	4,76	9,626	166,184	3,43	692
October,	1,880	18,256	85,591	..	33,237	344	285	120	4,688	9,71	182	3,668	657
Totals	1864.	19,859	175,747	972,406	2,229	374,760	3,551	2,546	1,149	8,849	201,858	3,675	653
	1863.	19,340	165,897	926,774	1,897	333,035	3,787	2,111	1,187	8,577	200,746	3,736	715

Table G.
SHEWING BUSINESS AND EXPENSES OF THE RESPECTIVE STATIONS.

STATIONS.	NUMBER OF PASSENGERS.						TONS OF FREIGHT.						STATION EXPENSES.					
	1863.			1864.			1863.			1864.			1863.			1864.		
	Inward.	Outward.	per Cent.	Inward.	Outward.	per Cent.	Inward.	Outward.	per Cent.	Inward.	Outward.	per Cent.	Amount.	per Cent.	Amount.	per Cent.		
St. John,.....	52,527	71,119	47 31	54,322	57,105	39 92	30,021	8,012	41 95	35,488	11,588	42 52	3,941	87	4,894	69	38 07	
Rothsay,.....	16,446	8,381	9 5	13,272	12,872	9 37	622	154	85	657	63	-65	581	10	637	27	4 96	
Ossington,.....	4,730	5,270	3 83	5,131	5,154	3 69	1,956	1,313	3 62	869	1,431	2 08	560	94	549	80	4 28	
Norton,.....	2,901	3,077	2 29	3,612	3,600	2 59	304	2,627	3 24	564	3,798	3 94	457	75	457	43	3 56	
Apolliaqui,.....	2,702	3,398	2 34	3,416	3,495	2 48	504	2,552	3 37	453	3,069	3 19	408	90	455	72	3 55	
Sussex,.....	6,843	6,644	5 16	7,564	6,768	5 13	2,325	4,062	7 04	2,597	3,418	5 43	1,309	21	1,461	89	11 36	
Penobscot,.....	1,653	1,882	1 35	1,761	1,775	1 27	217	878	1 21	192	861	95	335	15	326	68	2 54	
Ansganes,.....	1,065	1,012	79	1,286	1,208	-9	137	1,927	2 28	145	1,116	1 74	455	74	428	77	3 34	
Peticodiac,.....	1,531	1,655	1 22	2,005	2,016	1 44	397	3,116	3 87	452	3,468	3 54	419	57	453	17	3 52	
Salisbury,.....	2,466	2,410	1 87	3,058	3,021	2 14	380	4,330	5 19	524	5,000	4 99	607	94	531	99	4 14	
Moncton,.....	5,459	5,378	4 19	6,356	5,864	4 38	3,450	2,200	6 23	3,937	1,519	4 93	697	84	717	25	5 57	
Shediac,.....	4,279	6,029	3 94	5,116	6,539	4 18	1,897	1,298	3 52	3,228	1,655	4 41	956	94	941	77	7 33	
Point du Chene,...	3,730	2,346	2 32	3,688	3,323	2 16	2,530	3,062	6 17	2,561	5,128	6 95	1,082	93	964	85	7 5	
Flag Stations,....	24,336	12,078	13 93	28,967	27,814	20 35	584	9,803	11 46	3,678	13,241	15 28			36	63		
Totals,.....	130,688	130,688	100 00	139,554	139,554	100 00	45,334	45,334	100 00	55,355	55,355	100 00	\$11,815	88	\$12,857	91	100 00	

Table 7.

CLASSIFICATION.	Per mile run.		Per 100 Tons weight moved by Engines one mile.	
	1863.	1864.	1863.	1864.
Drivers, Firemen and Cleaners' Wages, . . .	4.54 cts	4.21 cts	6.57 cts	6. cts
Firewood used by Locomotives,	5.52 "	7.57 "	7.99 "	10.80 "
Oil, Tallow and Waste, . . . . .	.64 "	.73 "	.92 "	1.04 "
Repairs to Locomotives,	5.24 "	5.60 "	7.58 "	7.99 "
Water, (incl'dg Pump and Tank Repairs,) . . .	.60 "	.50 "	.86 "	.71 "
Small Stores and Miscellaneous, . . . . .	.53 "	.56 "	.77 "	.8 "
Locomotive Power,	17.07 cts	19.17 cts	24.69 cts	27.34 cts
Merchandise and Passenger Cars,	10.25 "	12.52 "	14.83 "	17.87 "
Maintenance of Way and Buildings,	14.75 "	14.96 "	21.34 "	21.34 "
General Charges,	11.29 "	12.31 "	16.33 "	17.56 "
Total Expenses,	53.36 cts	58.96 cts	77.19 cts	84.11 cts
Total Receipts,	77.92 "	82.53 "	112.71 "	117.73 "
Net Revenue,	24.56 cts	23.57 cts	35.52 cts	33.62 cts

Table 8.

SPECIFICATION.	1862.	1863.	1864.
Miles to one hour in steam,	7.84	8.57	8.84
Cars to one mile run,	4.65	5.58	5.53
Cubic feet of Wood to one mile run,	2.25	2.007	2.018
Pints Oil to one mile run, . . . . .	.0549	.0373	.0367
Pounds of Waste to one mile run, . . . . .	.0128	.0071	.0065
Cubic feet Wood per Hundred Tons per mile,	3.9862	2.9037	2.8793
Pints Oil per Hundred Tons per mile, . . . . .	.096	.054	.052
Pounds Waste per Hundred Tons per mile, . . . . .	.022	.0103	.0093

Table 9.

SPECIFICATION.	Per mile run of Cars.		Per 100 tons per mile moved by Locomotives.	
	1863.	1864.	1863.	1864.
Oil and Waste for Packing,	·0917	·0964	·7411	·7609
Repairs,	·6248	1·1022	5·0495	8·6995
Both,	·7165	1·1986	5·7906	9·4604

Table 10.

SPECIFICATION.	LOCAL.		THROUGH.		TOTALS.	
	1863.	1864.	1863.	1864.	1863.	1864.
Average Passenger Mileage,	19·352	20·417	106·675	107·407	23·448	24·668
Average receipts per passenger in cts.,	36·388	38·484	204·04	193·724	44·252	46·069
Average receipts per passenger per mile, in cts.	1·88	1·884	1·912	1·803	1·887	1·867

Table 11.

CLASS.	1863.			1864.		
	LOCAL.	THROUGH.	TOTAL.	LOCAL.	THROUGH.	TOTAL.
First,	87,695	4,646	92,341	86,600	2,925	89,525
Second,	36,863	1,484	38,347	46,135	3,894	50,029
Total, . . .	124,558	6,130	130,688	132,735	6,819	139,554

Table 12.

YEAR.	1st CLASS.	2nd CLASS.	LOCAL.	THROUGH.	EAST.	WEST.
1863	70·66	29·34	95·30	4·70	51·44	48·56
1864	64·15	35·85	95·11	4·89	51·85	48·15

Table 13.

SPECIFICATION.	LOCAL.		THROUGH.		TOTAL.	
	1863.	1864.	1863.	1864.	1863.	1864.
Average dist. per ton in miles, .	40.438	39.211	106.864	107.501	50.633	50.407
Average receipts per ton,	\$1.1043	\$1.0385	\$2.7301	\$2.6373	\$1.3541	\$1.3006
Av'g re'pts pr ton pr mile in cts	2.7318	2.6486	2.4216	2.4533	2.6744	2.5803

Table 14.

YEAR.	1st CLASS.	2nd CLASS.	3rd CLASS.	4th CLASS.	LOCAL.	THROUGH.	EAST.	WEST.
1863	3.29	5.36	3.50	87.85	84.65	15.35	25.46	74.54
1864	3.11	5.15	3.4	88.34	83.61	16.39	29.89	70.11

Table 15.

YEAR.	GROSS TONS MOVED.			PER CENTAGE.		
	FREIGHT.	CARS.	TOTALS.	FREIGHT.	CARS.	TOTALS.
1861.	1,446,536	3,833,701	5,280,237	27.39	72.61	100.00
1862.	1,337,873	3,084,800	4,422,673	30.25	69.75	100.00
1863.	2,295,419	4,205,504	6,500,923	35.30	64.70	100.00
1864.	2,790,283	4,532,987	7,353,270	37.95	62.05	100.00

Table 16.

REVENUE.	1863.	1864.	EXPENSES.	1863.	1864.
	Passengers,	44.74		44.32	Locomotive Power, . . . . .	31.99	32.51
Freight,	47.49	49.64	Merch'dse & Passenger Cars,	19.22	21.24
Mails and Sundries,	7.77	6.04	Maint. of Way & Buildings,	27.64	25.37
			General Charges,	21.15	20.88
Total,	100.00	100.00	Total,	100.00	100.00

APPENDIX.

SUPERINTENDENT'S REPORT.

Particulars of Charges to Rothesay Accident, (Law Expenses,) in suits of RUFUS E. DEMILL, JOHN TUCKER, JOHN McARTHUR and A. R. WETMORE, versus COMMISSIONERS.

1862.	Professional Services :—				
June 30	Charles Watters,	per Voucher,	70	00	
Nov. 29	Bayard & Thomson,	“	13	52	
“	C. W. Weldon,	“	8	00	
Dec. 31	Charles Watters,	“	23	34	
1863.					
Aug. 31	Charles Watters,	“	516	46	
Sept. 30	Bayard & Thomson,	“	61	19	
“	A. J. Smith,	“	100	00	
Oct. 31	C. W. Weldon,	“	54	91	
“	A. R. Wetmore,	“	170	66	
					1,018 08
Nov. 30	Wages of Employees att'g Court as Witnesses, per Vo.				
“	William Rainnie,	14 days,	35	00	
“	R. M. Stevens,	11 “	26	40	
“	Philip A. Logan,	13 “	20	80	
“	James Watson,	11 “	11	44	
“	Robert James,	11 “	13	20	
“	Joseph H. Moore,	11 “	16	50	
					123 34
Dec. 31	Professional Services :—				
“	Attorney General,	per Voucher,	200	00	
“	Solicitor General,	“	62	00	
“	A. J. Smith,	“	300	00	
					562 00
“	Coach hire to Chairman's,	“		6	00
“	W. B. Deacon's expenses,	“		12	00
“	Wages of Employees att'g Court as Witnesses, per Vo.				
“	R. M. Stevens,	4 days,	8	88	
“	Philip A. Logan,	3 “	4	50	
“	James Watson,	3 “	3	00	
					16 38
					1,737 80
		Forward.			

1864.		Amount brought forward,		1,737 80
Feb. 29	Professional Services:—			
"	A. J. Smith, per Voucher,			244 00
"	Damages:—			
"	John Tucker, per Voucher,	1500 00		
"	John McArthur, "	700 00		
				2,200 00
"	Coach hire,			1 50
April 30	Professional Services:—			
"	A. J. Smith, per Voucher,		93 33	
"	Charles Watters, "		124 55	
"	Charles Watters, "		200 00	
				417 88
"	Damages:—			
"	A. R. Wetmore, per Voucher,			500 00
June 30	Professional Services:—			
"	A. R. Wetmore, per Voucher,	102 50		
"	A. R. Wetmore, "	251 53		
				854 03
"	Damages:—			
"	Rufus E. Demill, "			4,000 00
				<u>\$9,455 21</u>

Amount paid C. Watters in above includes all Court Fees.

SYNOPSIS OF STORES ON HAND, 31st OCTOBER, 1864.

Rails,	60,717 92	
Chairs,	3,761 32	
Sleepers,	893 70	
		65,372 94
Depot Stores,	10,809 97	
Machine Shop,	19,304 32	
Repair Shop,	4,924 86	
		35,039 15
Wood, per Statement below,		12,259 55
Saint John Station,	177 95	
Rothsay Station,	35 43	
Ossekeag Station,	55 90	
Norton Station,	57 69	
Apohaqui Station,	40 86	
Sussex Station,	169 41	
Penobsquis Station,	37 24	
Anagance Station,	52 73	
Peticodiac Station,	53 21	
Salisbury Station,	88 98	
Moncton Station,	68 61	
Shediac Station,	73 31	
Point du Chene Station,	72 10	
		983 42
Total,		\$113,655 06

WOOD.

STATIONS.	CUBIC FEET.		
	SAWN.	UNSAWN.	TOTAL.
Saint John,	30,354	65,440	95,794
Rothsay,	21,648	...	21,648
Ossekeag, . . . . .	...	72,320	72,320
Norton,	792	...	792
Apohaqui,	200	4,240	4,440
Sussex,	15,680	36,400	52,080
Penobsquis,	775	...	775
Anagance,	9,923	23,680	33,603
Peticodiac,	22,827	...	22,827
Salisbury,	13,660	9,600	23,260
Moncton,	44,711	...	44,711
Shediac,	112,609	...	112,609
*Totals,	273,179	211,680	484,859

*Equal to 1,707 ⁰⁰ Cords Sawn; 1,323 Cords Unawn; and in all 3,030 ⁰⁰ Cords.

DESCRIPTIVE STATEMENT OF PRINCIPAL FREIGHT FORWARDED.
1863.

FROM	LIVE STOCK.				SUPERFICIAL FEET.				TONS OF CUBIC FEET.							CORDWOOD.	
	Horses.	Horned Cattle.	Sheep.	Calves.	Boards and	Logs.	Ship Timber.	Sq. Timber.	No. Masts and Spars.	No. Railway Sleepers.	Cords Tan Bark.	No. Treennails.	M Shingles.	M. Mats and Clapboards.	Cars.	Cubic Feet.	
Saint John,.....	101	47	9	5	243,158	4,500	27	18	..	350	..	..	166	152	..	896
Rochesay,.....	1	9	35	38	..	4,500	9	18	..	..	..	..	..	..	37	33,152
Ossekeag,.....	27	99	112	80	890	14,940	454	..	..	..	7	12,000	16	..	89	79,744
Norton,.....	13	161	635	125	7,500	..	1,035	..	..	..	7	6,000	..	..	29	25,984
Apohaqui,.....	22	155	477	177	..	14,500	1,135	..	6	..	..	89,400	..	..	7	6,272
Sussex,.....	59	501	2,282	194	7,300	..	2,160	..	37	..	16	5,100	..	..	1	896
Penobscuis,.....	4	34	372	125	16,000	40,000	324	..	8	380	..	80,000	29	..	101	90,496	
Anagance,.....	6	51	189	12	105,630	24,000	292	..	..	600	..	42,000	5	8	..	..
Peticodiac,.....	13	91	315	..	465,500	264,500	468	16	56	737	16	..	..	..	..	..
Salisbury,.....	12	243	116	1	1,226,000	96,000	1,551	..	3	..	48	..	195	..	32	28,672	
Moncton,.....	104	1,170	521	2	250	50	9	..	100	..	..	..	43	..	74	66,304
Shediac,.....	32	14	356	..	139,350	..	45	..	..	..	..	..	99	4	..	..
Point du Chene,.....	44	1	226	..	216,000	..	..	..	..	..	..	..	..	..	..	..
Flag Stations,.....	6	46	388	202	549,500	101,500	2,682	..	1,170	1,000	140	7,000	..	..	422	378,112
Total for 1863,.....	444	2,622	6,033	961	2,977,078	559,990	10,191	34	1,380	3,067	284	241,947	553	164	793	710,528	

1864.

FROM	LIVE STOCK.					PRODUCTS OF THE FORESTS.										CORDWOOD.	
	Horses.	Horned Cattle.	Sheep.	Calves.	Logs.	TONS OF		No. Saws and Spars.	No. Railway Sleepers.	Cords Tan Bark.	No. Treemills.	M. Shingles.	M. Laths and Clapboards.	Cars.	Cubic Feet.		
						Ship Timber.	Sq. Timber.										
St. John,	124	39	62	17	516,888	9	9	..	..	..	8,750	100	355	..	..
Rothsay,	3	5	26	10	..	9	9	..	..	..	..	..	..	..	..
Ossekeag,	19	103	20	84	3,820	144	..	..	..	..	..	..	..	79	70,784
Norton,	10	209	548	149	..	603	..	..	..	..	8,000	1	3	244	218,624
Apohaqui,	10	149	591	221	21,500	1,332	..	..	..	..	15,000	..	..	57	51,072
Sussex,	70	753	2,515	202	748	1,305	..	..	..	..	..	..	..	6	5,376
Penobscot,	2	73	334	145	56,000	315	..	..	..	..	..	..	..	..	..
Anagnonee,	4	73	383	13	64,000	507	..	..	..	..	41,600	35	300	..	..
Peticodiac,	12	75	178	19	428,700	594	18	..	..	..	16,600	75	..	..	..
Salisbury,	15	321	144	8	2,536,500	1,231	..	6,156	..	..	..	305	..	..	..
Moncton,	96	1,015	500	..	8,000	9	9	..	..	..	..	88	..	..	..
Shediac,	41	28	555	..	12,550	108	..	..	..	..	..	232	25	..	..
Point du Chene,	25	..	..	..	..	286	..	..	..	..	..	..	..	..	..
Flag Stations,	3	51	352	231	1,228,788	1,905	27	..	..	..	33,000	5	..	572	512,512
Total for 1864,	434	2,894	6,188	1,099	4,877,494	8,357	54	20	3,306	373	122,950	841	683	1,001	896,896		

DESCRIPTIVE STATEMENT OF PRINCIPAL FREIGHT FORWARDED.—CONTINUED.

1863.

FROM.	MINERAL PRODUCTS.							AGRICULTURAL PRODUCTS.										
	Tons Coal.	Tons Man- gane- se	Tons Stone.	Hhds. Limo.	No. Bricks.	Tons Iron and Copper.	Bbs. Flour.	Bbs. Meal.	Flour, Oat, Rye, Corn & Buckwheat	M Meal, in lbs.	Oats.	Wheat.	Barley.	Potatoes.	Turnips.	Corn, Peas and Beans	Butter and Cheese in lbs.	Tons Hay.
Saint John,.....	158	..	44	610	3,900	654	19,564	2,089	46,190	1,375	21	67	448	5	231	6,030	3	
Rothsay,.....	..	..	..	..	..	11	3	..	1,967	5	..	..	125	..	..	644	..	..
Osselaug,.....	..	..	..	..	..	1	37	4	6,960	283	13	..	1,812	..	31	2,860	..	36
Norton,.....	..	..	..	..	..	1	1	1	40,935	1,967	57	..	1,032	33	42	12,330	..	..
Apohaqui,.....	..	..	..	10	..	1	3	1	201,230	7,624	..	40	1,955	56	2	39,599	..	12
Sussex,.....	15	62	..	..	..	32	304	13	137,990	8,676	126	152	2,494	..	..	110,204	..	..
Penobscuis,.....	..	..	..	..	..	..	32	6	29,475	1,672	8	18	1,053	3	..	25,670	..	..
Angance,.....	..	..	..	..	..	..	6	..	42,265	656	8	..	903	..	..	14,074	..	..
Petcodiac,.....	..	..	322	..	..	..	26	6	87,585	3,565	27	..	2,151	2	2	43,250	..	..
Salisbury,.....	..	..	..	..	..	3	4	19	8,060	771	..	72	350	2	..	20,645	..	..
Moncton,.....	..	..	7	5	7,995	67	2,020	53	2,750	5,972	28	319	88	..	..	10,375	..	..
Shediac,.....	18	..	18	16	500	12	475	23	4,800	31,455	57	455	463	..	..	33,936	..	..
Point du Chene,.....	996	..	..	..	..	1	49	1,568	20,495	33,685	64	13,925	8,939	..	..	20,138	..	..
Flag Stations,.....	..	..	130	74	..	7	5	1	73,000	3,364	4	383	3,679	75	7	16,815	..	54
Total for 1863,.....	1,217	62	721	715	18,402	783	22,529	3,784	703,702	101,100	413	15,437	24,522	176	315	356,590	105	

1864.

FROM.	MINERAL PRODUCTS.						AGRICULTURAL PRODUCTS.										
	Tons Coal.	Tons Mangr- nese.	Tons Stone.	Hhds. Lime.	No. Bricks.	Tons Iron and Copper.	Bbls. Flour.	Bbls. Meal.	Rour, Oat, Rye, Corn & Buckwheat Meal, in lbs.	Oats.	Wheat.	Barley.	Potatoes.	Turneps.	Corngens andBeans	Butter in lbs.	Tons Hay.
Saint John,	1,601	..	..	1,257	8,460	2,350	17,499	728	19,270	2,215	4	19	14	5	112	7,898	46
Rothsay, .....	..	..	..	..	..	1	2	..	50	1	..	..	38	..	8	220	..
Ossekeag, .....	..	..	..	..	..	11	5	..	6,995	141	79	..	2,75	..	102	2,300	14
Norton, .....	..	..	..	..	..	3	6	1	39,790	1,783	32	15	1,02	3	88	13,990	18
Apohaqui, .....	..	..	..	12	..	3	4	3	176,845	8,285	..	24	2,27	49	..	33,278	36
Sussex,	1	142	..	1	12,350	164	147	3	106,130	5,610	1	1,633	5,855	..	..	105,531	..
Penobscuis, .....	..	..	9	..	..	11	27	3	21,710	1,847	8	6	1,977	..	1	25,598	..
Aragance, .....	..	..	..	1	..	9	1	..	43,690	961	99	..	2,007	..	..	16,057	..
Peicodiac, .....	..	..	393	61	..	1	18	3	73,850	5,902	125	39	4,390	..	..	37,760	..
Salisbury, .....	..	..	..	..	..	14	8	2	1,600	433	..	27	1,178	67	..	14,383	40
Moncton,	20	..	..	25	2,725	81	2,689	56	2,350	5,682	..	185	174	..	..	10,535	48
Shediac,	27	..	..	10	..	313	163	2	2,182	50,592	1	923	479	..	..	38,135	..
Point du Chene,	1,014	..	132	..	..	600	469	670	7,153	4,668	..	17,934	10,316	..	..	69,386	..
Flag Stations,	18	..	..	202	30	24	6	..	80,050	3,246	24	224	3,828	47	1	14,556	35
Total for 1864,	2,681	142	534	1,599	23,465	3,101	20,744	1,475	581,665	91,368	373	21,031	37,683	171	312	389,557	237

DESCRIPTIVE STATEMENT OF PRINCIPAL FREIGHT FORWARDED.—CONTINUED.

1863.

FROM	PRODUCTS OF FISHERIES.						Bris. Molasses.	Hbds. Sugar.	Bris. Sugar.	PORK.		BEEF, &c.		Hides and Skins In Pounds.	Pounds Leather.	Tons Merchan- dise of all kinds not enumerated.	
	FISH.		Bris. Oysters	Bris. Molasses.	Hbds. Sugar.	Bris. Sugar.				Salt, in barrels.	Fresh in Pounds.	Salt in barrels.	Fresh, In Pounds.				In Pounds.
	Barrels.	Dried in lbs.															
Saint John,	1,402	221,095	..	2	762	154	58	370	1,663	3,645	148	10,847	65,326	52,568	2,614		
Rothsay,	1	..	..	..	..	..	..	..	..	820	..	100	2,675	..	51
Ossekeag, .....	..	..	..	..	..	..	..	..	2	3,785	1	15,812	2,275	..	70
Norton,	1	..	..	..	..	..	..	..	1	35,234	..	77,286	11,509	380	40
Apohaqui, .....	..	..	..	..	..	..	..	..	..	82,410	..	72,675	17,955	35	45
Sussex,	16	780	..	6	..	..	..	..	9	213,669	1	68,000	24,895	3,145	127
Penobscuis,	1	536	..	..	..	..	..	..	..	58,240	..	31,886	5,310	110	47
Anagance, .....	..	..	..	..	..	..	..	..	..	18,328	..	12,839	2,632	..	39
Peticodiac,	2	..	..	..	1	..	..	3	3	20,510	..	55,810	14,468	..	24
Salisbury,	1	..	..	..	..	..	..	..	1	1,100	1	4,027	1,920	8,650	29
Moncton,	143	1,040	..	8	4	..	..	10	..	770	2	3,485	2,560	96,110	340
Shediac,	17	3,470	..	..	..	..	..	..	14	13,890	..	5,815	3,445	3,275	128
Point du Chene,	452	15,176	170,209	1,460	..	..	..	..	30	2,313	..	..	18,600	..	420
Flag Stations, .....	..	..	..	..	..	..	..	2	..	41,670	..	51,215	4,450	30	123
Total for 1863,	2,036	242,097	170,209	2,346	770	159	58	385	1,723	496,384	153	409,797	178,020	164,373	4,115		

1864.

FROM	PRODUCTS OF FISHERIES.										PORK.			BEEF, &c.		Hides and Skins In Pounds.	Leathers. Pounds.	Tons Merobay- dise of all kinds not enumerated.
	FISH.			Bris. Oysters	Pans. Molasses.	Bris. Molasses.	Hbds. Sugar.	Barrels Sugar.	Salt.		Fresh. In Pounds.	Salt. In Pounds.	Fresh. In Pounds.	Salt. In Pounds.				
	Barrels.	Dried in lbs.	Salmon, all kinds in lbs.						In barrels.	In Pounds.					In barrels.	In Pounds.		
Saint John,	1,653	255,969	..	..	695	153	49	495	881	4,610	106	9,455	89,822	55,159	3,493	
Rothsay, .....	..	..	..	..	..	..	..	..	..	..	..	1,900	820	..	23
Ossekeag, .....	..	56	..	..	..	..	..	..	..	6,645	..	20,373	4,003	..	64
Norton, .....	..	..	..	..	1	..	..	..	1	30,650	..	67,525	5,279	860	45
Apohaqui,	1	..	..	..	..	..	..	..	..	107,075	..	96,791	19,426	..	57
Sussex,	17	480	..	..	..	..	..	..	..	275,414	..	74,249	17,895	1,140	133
Penobscuis,	2	106	..	..	..	..	..	..	..	68,034	..	34,685	2,991	340	14
Anagnance,	3	656	..	..	..	..	..	..	..	31,830	..	7,985	3,010	..	31
Peticodiac,	2	..	..	..	1	..	..	9	..	30,860	..	58,030	10,270	40	15
Salisbury, .....	..	..	..	..	..	..	..	1	..	2,945	..	10,931	1,135	13,182	32
Moncton,	184	1,180	..	..	..	..	9	9	18	..	..	17,185	2,900	74,000	160
Shediac,	81	1,050	..	981	7	..	..	..	46	7,760	4	31,790	5,430	1,070	136
Point du Chene,	975	4,480	532,702	1,169	..	..	..	..	55	600	..	287	42,017	..	242
Flag Stations,	2	50	..	..	..	..	..	..	2	51,790	..	62,465	5,975	987	133
Total for 1864,	2,920	264,047	532,702	2,150	704	160	49	514	1,003	618,113	112	493,651	210,973	146,778	4,578			

STATEMENT OF LOCOMOTIVES.

No.	NAME.	BUILDERS.	RECEIVED ON LINE.	WEIGHT.										Capacity of Tender in gals.	Cylinder Diameter.	Stroke.	Connection.	No. of Drivers.	Locomotive.	Tender.	Miles Run this year.	Miles Run to date.
				LIGHT.					EQUIPPED.													
				Engine	Tender	Total.	Engine	Tender	Total	On Drivers.												
1	Hercules,*	Boston L. Works,	June 1854	Bs.	Bs.	Bs.	Bs.	Bs.	Bs.	Bs.	Bs.	Bs.	17	20	Inside,	4	5	4	8	9,005	39,984	
2	Samson,*	do.	"	45,470	15,500	60,970	51,250	36,550	87,800	33,370	1846	17	20	Do.	4	5	4	8	3,894	35,357		
3	St. John,*	Portland Co.	Dec. 1856	36,100	15,420	51,520	39,250	30,500	69,750	25,650	1908	12	20	Outside,	4	4 1/2	4	8	6,133	53,661		
4	Kennecasis,	Boston L. Works,	Dec. 1857	31,950	10,790	42,650	35,470	27,300	56,290	35,470	1292	11 1/2	20	Do.	4	4	4	4	14,763	59,147		
5	Peticodiac,	do.	Jan. 1858	43,400	16,890	60,290	47,320	34,300	81,620	28,650	1689	14	22	Do.	4	5	4	8	18,278	104,858		
6	Scadouc,	do.	"	43,000	15,880	58,880	47,420	34,480	81,900	28,620	1689	14	22	Do.	4	5	4	8	6,861	67,524		
7	Anagance,	do.	June 1858	48,200	17,770	65,970	52,500	38,250	90,750	33,630	1861	15	22	Do.	4	5 1/2	4	8	6,495	83,610		
8	Loostaunk,	Flem'g & Humbert,	Aug. 1858	47,400	17,780	65,180	51,560	36,900	88,460	31,630	1652	14	22	Do.	4	5 1/2	4	8	12,098	93,296		
9	Ossekeag,	do.	June 1859	50,650	18,920	69,570	56,030	38,100	94,130	34,550	1861	15	22	Do.	4	5 1/2	4	8	17,402	115,343		
10	Apohaqui,	do.	Aug. 1859	50,500	19,660	69,500	55,400	36,200	91,600	32,900	1861	15	22	Do.	4	5 1/2	4	8	19,504	87,833		
11	Sussex,	Spring L. Works,	Oct. 1859	37,000	14,000	51,000	42,500	26,000	68,500	24,300	1861	15	22	Do.	4	5 1/2	4	8	3,394	25,908		
12	Pr. of Wales,	Flem'g & Humbert,	July 1860	50,000	17,700	67,700	56,420	38,430	94,850	34,300	1861	15	22	Do.	4	5 1/2	4	8	17,007	90,798		
13	Norton,	do.	Nov. 1860	50,856	18,810	69,666	56,530	40,100	96,630	34,250	1862	15	22	Do.	4	5 1/2	4	8	22,059	99,796		
14	Prince Alfred,	do.	July 1861	50,200	18,180	68,380	55,550	38,850	94,400	33,850	1861	15	22	Do.	4	5 1/2	4	8	18,594	75,687		
																			Total,	175,747	1,032,022	

* The Mileage of these Engines was not kept until April, 1858; the Total Mileage cannot therefore be given.

OTHER ROLLING STOCK.

Designation.	Miles run this year.	Miles run to date.
A 12 First Class Passenger Cars,	144,985	775,760
B 6 Second Class "do. do.	132,112	792,871
Ex. 4 Express Mail and Baggage Cars,	68,550	192,550
C 63 Box Freight Cars,	305,598	1,314,994
D 103 Platform Cars,	320,861	1,818,917
E 46 Four Wheel Ballast Cars,	—	631,043
Total,.....		
Pl. 4 Snow Ploughs, ran in 1862, 6,144 miles, in 1863, 1,867 miles, and in 1864, 2,229 miles.	972,406	5,524,135
19 Hand Cars,	—	—

THE STAFF.

NAME.	OCCUPATION.	REMUNERATION.
Howard D. McLeod,	Accountant,	\$600 per annum.
James E. Trites,	Telegraph Operator and Clerk	500 " "
Alexander McNaughten,	Clerk,	500 " "
<i>Saint John Station.</i>		
James Coleman,	Station Agent,	\$600 per annum.
Oliver T. Stone,	Ticket Agent,	500 " "
Samuel Watson,	Storekeeper,	1 30 per day.
George H. Pick,	Entry Clerk,	1 25 " "
Joseph R. Stone,	Receiving Clerk,	1 25 " "
Owen Sullivan,	Laborer,	1 00 " "
John Knowles,	do.	1 00 " "
John McFadgen,	do.	1 00 " "
Alexander Brewster,	Switchman,	1 25 " "
Thomas Pierce,	Watchman,	26 00 per month.
<i>Rothsary Station.</i>		
S. E. Davison,	Station Agent,	\$240 per annum.
Moses L. Gross,	Telegraph Operator,	240 " "
<i>Ossekeag Station.</i>		
George Flewelling,	Station Agent,	\$400 per annum.
Andrew Gibson,	Laborer and Switchman,	1 per day.
<i>Norton Station.</i>		
Richard Davidson,	Station Agent and Operator,	\$340 per annum.
<i>Apohaqui Station.</i>		
A. Johnson,	Station Agent,	\$300 per annum.

THE STAFF.—CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
<i>Sussex Station.</i>		
Caleb F. Olive,	Station Agent,	\$500 per annum.
James Rainnie,	Operator,	60 " "
Thomas Corbett,	Watchman,	26 per month.
Robert Anderson,	Laborer and Switchman, . . .	1 per day.
<i>Penobscuis Station.</i>		
Charles F. Flaglor,	Station Agent,	\$240 per annum.
<i>Anagance Station.</i>		
Jacob Jodrey,	Station Agent and Operator, . . .	\$340 per annum.
<i>Peticodiac Station.</i>		
Warren W. Price,	Station Agent and Operator, . . .	\$340 per annum.
<i>Salisbury Station.</i>		
John S. Trites,	Station Agent,	\$400 per annum.
<i>Moncton Station.</i>		
James Robertson,	Station Agent,	\$480 per annum.
John Flocks,	Laborer and Switchman, . . .	1 per day.
<i>Shediac Station.</i>		
I. Walter J. Henderson,	Station Agent and Operator, . . .	\$400 per annum.
Richard Moore,	Laborer and Switchman, . . .	1 10 per day.
<i>Point du Chene Station.</i>		
Alexander Davidson,	Station Agent,	\$40 per month.
David Schurman,	Switchman and Laborer, . . .	1 per day.
W. Smith,	Watchman,	26 per month.

THE STAFF.—CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
TRAINS.		
James H. Bartlett,	Conductor,	\$2 00 per day.
James M. Decker,	do	2 00 "
Gavin Rainnie,	do	2 00 "
Robert Bustin,	do	2 00 "
William F. Humbert,	do	2 00 "
Nelson Cannon,	Baggage Master & Brakeman,	1 25 "
Andrew Rainnie,	do do	1 25 "
Alexander W. Patterson,	do do	1 25 "
Robert Rainnie,	do do	1 25 "
William Kelly,	do do	1 25 "
David Brown,	Brakeman,	1 25 "
John Munroe,	do	1 25 "
George Collard,	do	1 25 "
George Murray,	do	1 25 "
TRACK.		
William Rainnie,	Trackmaster,	\$2 50 per day.
James Rafter,	Foreman,	1 40 "
Five Trackmen,	Trackmen,	0 90 "
Andrew McAfferty,	Foreman,	1 30 "
Four Trackmen,	Trackmen,	0 90 "
Jesse Bennett,	Foreman,	1 30 "
Four Trackmen,	Trackmen,	0 90 "
John McPherson,	Foreman,	1 30 "
Four Trackmen,	Trackmen,	0 90 "
Richard Driver,	Foreman,	1 30 "
Four Trackmen,	Trackmen,	0 90 "
Charles Rowe,	Foreman,	1 30 "
Four Trackmen,	Trackmen,	0 90 "
Thomas Sizer,	Foreman,	1 30 "
Four Trackmen,	Trackmen,	0 90 "
Henry Kilpatrick,	Foreman,	1 30 "
Two Trackmen,	Trackmen,	0 90 "
James Walton,	Foreman,	1 30 "
Five Trackmen,	Trackmen,	0 90 "
Montgomery Stewart,	Foreman,	1 30 "
Five Trackmen,	Trackmen,	0 90 "
William Stimson,	Foreman,	1 30 "
Eight Trackmen,	Trackmen,	0 90 "
John Hewlett,	Foreman,	1 30 "
Seven Trackmen,	Trackmen,	0 90 "

THE STAFF.—CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
MACHINE SHOP.		
Henry A. Whitney.....	Locomotive Foreman,	\$800 per annum.
Robert M. Stevens.....	Engine Driver,	60 per month.
W. L. D. Aitken,	do	60 "
David A. Sinclair,	do	60 "
Joseph H. Moore,	do	60 "
John Fogarty,	do	60 "
Allan H. Rand,	do	40 "
John Stewart,	Fireman,	30 "
Robert James,	do	30 "
James Watson,	do	30 "
Thomas W. Prince,	do	30 "
John Hunter,	do	30 "
James Millican,	do	26 "
James McDermott,	Cleaner,	27 "
Thomas Thorpe,	do	27 "
John Benson,	do	27 "
John Jenner,	do	27 "
Thomas Ford,	do	27 "
James Grattan,	do	27 "
William Jenner,	do	18 "
Christopher Gaynor,	Watchman,	26 "
Alexander Stronach,	Shop Foreman,	2 10 per day.
Thomas Boardman,	Coppersmith,	1 80 "
James Sayre,	Machinist,	1 66 "
James B. Taylor,	do	1 60 "
John McHaffie,	do	1 50 "
Nelson Rand,	do	1 10 "
George Wayne,	do	1 25 "
Charles Kennedy,	do	1 00 "
George L. Smith,	do and Spare Driver, ..	1 25 "
Xenophen Cleveland,	Painter,	1 50 "
John Hunter,	Car Foreman,	2 00 "
James Dawson,	Carpenter,	1 25 "
James Orr,	do	1 25 "
Henry Hunter,	do	1 25 "
Joseph Henderson,	do	1 25 "
Joseph Barton,	do	1 25 "
William McKelvey,	do	1 25 "
Nelson Treen,	do	1 22 "
Henry Cochran,	Blacksmith,	1 25 "
Patrick Mahan,	do	1 66 "
Charles Davison,	do	1 10 "
William Witherall,	Helper,	1 00 "
Stephen Harbroe,	do	0 90 "
Bedford Tingley,	do Apprentice,	0 60 "
Baptiste Thibedeaux,	Stationary Engine Driver,	0 90 "

THE STAFF.—CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
William Duncan,	Car Repairer,	\$1 25 per day.
Andrew Davis,	Laborer,	1 00 "
James Wright,	do	1 00 "
H. Crookshank,	do	0 90 "
Andrew Sprague,	do	0 90 "
Israel King,	do	0 90 "
Henry Muncey,	do	0 90 "
Samuel Millican,	do	1 00 "
James Hilson,	do	0 90 "
Samuel Hunter,	do Apprentice,	0 50 "



