

ANNUAL REPORT

OF THE

INTERCOLONIAL RAILWAY

COMMISSIONERS.



OTTAWA:

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INTERCOLONIAL RAILWAY.

SIR,—I am directed to submit herewith the Annual Report of the Inter-colonial Railway Commissioners.

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

RALPH JONES,
Secretary.

The Honorable
The Minister of Public Works,
Ottawa.

REPORT OF THE COMMISSIONERS OF THE INTERCOLONIAL RAILWAY.

The Commissioners appointed to construct the Intercolonial Railway, have the honor to submit their Report of the progress of the works since the date of their former Report of the 2nd April last.

In Appendix A will be found a balance sheet, giving the total expenditure on the line, up to 28th February, 1873.

Appendix B will shew the amounts, under different headings, expended in each year.

The total expenditure, up to 28th February, 1873,	\$13,245,022 10
amounted to	
The outlay, as per last Report, to 31st March, 1872,	8,641,103 81
was	
Making the expenditure, during 11 months, ending 28th February, 1873.....	4,603,918 29

The following give the detailed items of the expenditure for the period embraced in this Report:—

Works and Permanent Way—	
Construction—Contractors . . .	\$2,292,500 38
Branch Line, Newcastle	17,254 00
Grading, Fencing and Siding ..	56,418 54
Advances to Contractor.....	257,930 00
	2,624,102 92
Rails, Fish-plates, Bolts and Nuts	809,050 23
Iron Bridging	249,612 94
Cross Ties.....	78,795 96
Track Laying and Ballasting ...	182,419 07
	1,319,878 20
Eastern Extension Railway.....	17,813 00
	\$3,961,794 12
Buildings	205,419 75
Engineering and Survey	164,354 75

Legal Expenses, Land Survey and Valuation	3,489 12
Management.....	18,860 87
Printing, Advertising and Stationery	4,263 53
Right of Way	11,569 13
Rolling Stock	233,686 76
Cord Wood	7,716 50
Telegraph Lines	6,480 00
Temporary Running Managements.....	2,622 21
	<hr/>
Add—difference of Paymasters' Balances	\$4,620,256 74
	3,361 55
	<hr/>
Deduct part of Special Deposits withdrawn from Receiver General	\$4,623,618 29
	19,700 00
	<hr/>
	\$4,603,918 29

A statement, Appendix C, is given, shewing the approximate force employed upon the several contracts.

Appendix D gives the names of the Contractors, total amount of each Contract, amount paid, and amount still unpaid.

The following is a brief description of the condition of the work upon each Contract:—

Nos. 1 and 2.—These sections are completed, and track laid upon them.

No. 5.—This section is now complete and ready for track-laying upon the opening of spring. The iron bridging has been delivered, and is all erected except two spans.

No. 8.—This section (the lightest upon the whole line) has been long since completed.

No. 13.—The works upon this very heavy section have been vigorously prosecuted during the past season. The fact, however, of the greater part of the work being rock excavations, upon which only a limited number of men can be employed upon the face of a cut, has necessarily retarded the completion of the works. It is now expected that the Contractors can hand over their work ready for the track-layers by the close of the present season.

No. 14.—The work upon this section, with a few trifling exceptions, has been completed. The whole will be handed over within a very short period after the opening of the present working season.

Nos. 17 and 18.—The exceptional position of these sections was pointed out in the last report of the Commissioners.

The Contractor upon Section 17 has pushed the masonry more vigorously during last year, and there is reason to expect that this part of the work will be completed during the coming season.

Upon section 18 but little masonry has so far been executed. The Commissioners when upon their tour of inspection last fall, not being satisfied with the progress of the works upon either of these sections, gave the Contractors notice that much greater progress must be shown for the future.

The Commissioners believe that these notices have had a beneficial effect, and they will insist now upon such a rate of progress as will secure the completion of both sections, so as to be ready by the time the works on either side are completed.

No. 19.—Unexpected difficulties have occurred in the foundations for the bridge across the Restigouche River upon this section, necessitating the piling of the foundations for the piers and the west abutment, involving delay and additional expense.

Suitable stone for a portion of the masonry of this bridge has, after much difficulty, been obtained in the vicinity of the work, and this will hasten its completion after the foundations are in; the exposed face of the piers will still require to be of granite from Bathurst; the rest of the work on this section is in a satisfactory state.

Nos. 3 and 6.—Upon No. 3 the masonry is completed, and the rest of the work is in a very forward state. Track can be laid over it as soon as the bridge superstructures are put in place.

On No. 6 there is still a good deal of work to execute; but it will be ready for the track-layers by the time they can reach it from Campbellton.

Nos. 9 and 15.—No. 9 is practically finished, requiring only a little trimming in a few places. On No. 15 the masonry is completed, with the exception of one abutment for a moderate sized structure.

The earthwork can all be completed in time for the track to be laid, as soon as it is laid over No. 9.

No. 16.—The Commissioners cannot report favorably in reference to the progress of the works upon this section. The difficulties of construction from the inaccessibility of its position have been serious, and it is believed that by the time the sections on either side of it are completed, it will be ready for the track-layers.

No. 10.—The work upon this section is well advanced; and the Contractor promises to hand it over, ready for the track-layers, by the close of the present season.

No. 20.—The Contractors have not met the expectation of the Commissioners in the prosecution of the heavy bridge works upon this section, and notice to this effect was given by the Commissioners on their last inspection. The Commissioners trust, from the preparations now made, and being made, that no cause for a similar complaint will again arise.

Nos. 21, 22 and 23.—The state of the works upon these sections, although not all that the Commissioners could have desired, are such as to warrant the belief that they will be ready throughout for the track-layers by the close of the present season. They are difficult of access, which has greatly retarded the progress of the work.

Nos. 11, 4, 7 and 12.—These have all been completed and track laid over them, thus connecting the railway systems of New Brunswick and Nova Scotia.

In reference to section 12, in consequence of the slow progress made by the Contractors, the works were taken out of their hands and completed by the Commissioners, involving a present outlay greater than the contract sum.

For this increased expenditure the Contractors and their sureties are held liable, under the terms of their contract. This contract was let in November, 1869, before the heavy advance took place in wages and materials.

BRIDGES.—The Commissioners append hereto, Appendix E, a list of the various bridges required for the road, shewing in the margin those erected, and those in course of construction. The whole of the iron work will be delivered during the present year.

RAILS.

19,573 tons of steel rails have been delivered for the main line, and 1,140 tons of iron rails for sidings.

The Ebbwvale Company have completed their contract for 7,000 tons.

The Barrow Company delivered, up to end of last year, 12,500 tons. They will deliver a further quantity of 13,500 during the present year, and the balance of their contract in the spring of 1874.

TIES

Have been delivered under existing contracts to meet the requirements of Contractors for track-laying. All the ties required have now been contracted for.

TRACK-LAYING AND BALLASTING.

This service has been performed upon Sections 1 and 2, and the contract for Sections 5 and 8 is in the hands of Mr. James Worthington, an experienced contractor. The ties are all upon the ground, and a sufficient supply of rails to last until the arrival of the spring fleet.

The track-laying to Metis River will, therefore, be pushed to completion without delay.

Section 11 is completed, and the first lift of ballast has been placed upon Sections 4, 7 and 12, and the completion of this work will be proceeded with at the opening of spring, and finished during the coming season.

Tenders for additional sections have been received, but contracts have not been awarded.

BUILDINGS.

The extensive workshops at Moncton have been completed, and are now in use. A supply of machinery necessary to meet present requirements has been purchased, and is now in course of delivery. Commodious passenger and refreshment rooms have been erected at Amherst and Truro, and passenger buildings at Moncton and Painsic Junction, and all these are now in use. Station buildings have also been contracted for at Cacouna, St. Arsène, Isle Verte, Trois Pistoles, St. Simon, St. Fabien, Big, Rimouski, St. Luce, and Metapédicac Road, in the Province of Quebec; at Newcastle, in the Province of New Brunswick; and at Nappan, Maccan, Athol, Salt Springs, River Philip, Thompson, Grenville, Wentworth, Folly Lake, Iron Mines, Debert, and Ishgonish, in the Province of Nova Scotia.

These are in the course of erection.

Engine houses are also under contract, and being erected at Rivière du Loup, Metapédicac Road, Newcastle, and Truro, and another is being contracted for at Campbellton.

Tenders have also been received for the erection of passenger and refreshment rooms at Newcastle and Campbellton, but the contracts have not yet been awarded.

ROLLING STOCK.

The following Locomotives and Cars have been contracted for:—

Locomotives	44	Box Cars	250
1st Class Passenger Cars	6	Platform Cars	335
2nd do	2	Snow Ploughs	2
Post Office Cars	3		

And the following have been delivered, and are now in use:—

Locomotives	19	Post Office Cars	3
1st Class Passenger Cars	6	Box do	220
2nd do	2	Platform do	325

All Locomotives are now being constructed with a view to change of gauge, should that be determined on at a future time.

DEEP WATER WHARVES.

The Commissioners have provided deep water wharves at Campbellton and Newcastle, to facilitate the landing of rails and rolling stock.

RIGHT OF WAY.

The Commissioners have nearly completed the purchase of right of way; and, on the whole, upon reasonable terms, and without, so far, the exercise of the power given them by the Intercolonial Act, of resort to the Dominion Arbitrators.

STAFF.

The Commissioners have steadily pursued the policy of reducing the staff as the work progresses. Appended hereto; Appendix F, is a sheet shewing the staff as at 1st April, 1873, compared with that in force at 1st April, 1872.

The total amount paid for engineering expenses, to 28th February, 1873, is	\$1,021,557 91
Of which \$150,711.80 was expended prior to the ap- pointment of the Commissioners.	
The total outlay, to the 30th March, 1872, was	857,203 16
Shewing that there has been an expenditure during the last eleven months, of	\$164,354 75

MANAGEMENT.

The Cost of Management, to 28th February, 1873, has amounted to	89,506 09
The charge to 30th March, 1872, was	70,645 22
Shewing an expenditure for this purpose for the eleven months covered by this report, of	\$18,860 87

GENERAL REMARKS.

The Contractors upon the whole (with the exception of Section 12) have, in view of the difficulties to be overcome, carried on their work in a satisfactory manner during the past year. The heavy increase which has taken place in the price of all labor and materials, since most of these contracts were let, has added largely to the cost of executing the work. If any of the Contractors had failed, and the works had been re-let, it could only have been done at considerably higher rates.

The Commissioners, under the circumstances, believed they were acting in the interests of the country, and securing the economical completion of the line, by affording the Contractors every reasonable assistance that was possible within their contracts, when they were satisfied that every effort was being made to fulfil the terms of each contract.

The Chief Engineer was instructed, when it could be done without affecting the general character of the work, to make any changes that he might consider feasible, tending to diminish the total quantity of work to be executed.

A careful study of the location has enabled this to be done in several instances, and in some cases, with a positive improvement in the whole work.

Where possible, also, tunnels in the solid rock have been substituted for culverts, this being both a decided improvement, and an economical arrangement.

To assist the Contractors, the Commissioners, after a full investigation into each case made advances to some of them, to help in the prosecution of the work.

These advances are within and to be deducted from the total amount of the contract sum, when the work is finally completed, and the accounts adjusted.

By adopting this course, the Contractors have been kept at work, when otherwise they would have been compelled to suspend, and thus the loss has been avoided which must have resulted if the works had to be re-let.

The following are the advances made :—

Sec. 13.—W. E. Macdonald & Co.	\$70,000 00	Sec. 9.—J. B. Bertram & Co	\$20,000 00
„ 17.—S. Parker Tuck ...	18,000 00	„ 15.— do do	20,000 00
„ 18.—R. H. McGreevy ..	35,000 00	„ 16.—King & Gough ...	20,000 00
„ 19.—Thos. Boggs & Co.	10,000 00	„ 10.—Duncan Macdonald	10,000 00
„ 3.—F. X. Berlinquet & Co.	20,000 00	„ 20.—Brown, Brooks & Ryan	30,000 00
„ 6.—F. X. Berlinquet & Co.	20,000 00	„ 23.—Sutherland, Grant & Co.	15,000 00

The keys to the completion of the entire line are still the heavy work on Section 13, and the bridges across the Rivers Restigouche and Miramichi. Section 13, there is every

reason to believe will be completed this year ; but it will take another season to finish the large bridges.

The monthly expenditure upon the whole line is now diminishing, and after the present year, will be comparatively small.

The Commissioners have pleasure in recording the very satisfactory circumstance, that for the period of four years, since the first contracts were let, this extensive and important public work has been prosecuted without, so far as the Commissioners are aware, the occurrence of a strike, riot, or disturbance of the peace.

This fact is a high tribute to the industrious, orderly, and law-abiding habits of the people of the country through which the road passes, by whom the work has been almost exclusively executed.

A. WALSH,
E. B. CHANDLER, } Commissioners.
C. J. BRYDGES,
A. W. McLELAN, }

INTERCOLONIAL RAILWAY,
COMMISSIONERS' OFFICE,
OTTAWA, 8th March, 1873.

APPENDIX A.

BALANCE SHEET of General Ledger of the Intercolonial Railway, at the 28th February, 1873.

		Dr.	Cr.
		\$ cts.	\$ cts.
<i>Debit.</i>			
Buildings:—			
Amherst Station	13,413 98		
Engineers' Houses	31,457 80		
Engine Houses	55,744 85		
Moncton Buildings	120,205 17		
Painsec Junction Station	2,049 30		
Station Buildings	81,901 30		
		304,772 10	
Engineering and Survey		1,021,557 91	
Legal Expenses—Land Survey and Land Valuation		58,312 82	
Management		89,506 09	
Printing, Advertising, and Stationery		28,478 01	
Right of Way		168,724 88	
Rolling Stock:—			
Locomotives	268,301 42		
Passenger Cars, first class	31,196 80		
do second class	3,550 00		
Postal Cars	8,950 00		
Box Freight Cars	159,300 00		
Platform Cars	162,585 10		
Snow Ploughs	1,272 92		
Rolling Stock Expenses	1,839 73		
		636,995 97	
Works and Permanent Way:—			
Construction—Grading work	7,399,126 38		
Grading, Fencing and Sidings	65,867 75		
Metepediac Road Division	17,126 00		
Branch line at Newcastle	17,254 00		
Advances to Contractors	288,000 00		
	7,787,374 13		
Iron Bridging	418,937 90		
Rails, Fishplates, Bolts and Nuts	1,346,527 37		
Cross Ties	173,945 98		
Track-laying and Ballasting	234,356 17		
	9,961,161 55		
Eastern Extension Railway	944,623 01		
		10,905,784 56	
Cord-wood		8,316 50	
Elliot, Grant, & Whitehead, balance of advance on plant		3,972 00	
Montreal Telegraph Company—Telegraph Line		6,480 00	
The Receiver General—special deposits		1,984 00	
Temporary running arrangements on Sections Nos. 1 and 2		2,622 21	
Paymasters' Balances:—			
W. H. Stevenson	444 79		
John Murphy	12,070 26		
		12,515 05	
<i>Credit.</i>			
The Dominion of Canada			13,245,022 10
		\$13,245,022 10	\$13,245,022 10

APPENDIX B.

SUPPLEMENTAL SHEET shewing the Annual Expenditure by the Commissioners since their last report, dated 2nd April, 1872, to the 30th February, 1873.

Service.	Amount per Balance Sheet, 30th March, 1872.		Amount from 30th March, 1872, to 28th February, 1873.		Total as per Balance Sheet, at 28th February, 1873.	
	\$	cts.	\$	cts.	\$	cts.
Works and Permanent Way —						
Construction—Grading Work.....	5,106,626	00	2,292,500	38	7,399,126	38
Grading, Fencing and Sidings.....	9,449	21	56,418	54	65,867	75
Metapediac Road Divisions.....	17,126	00			17,126	00
Branch Line at Newcastle.....			17,254	00	17,254	00
Advances to Contractors.....	30,070	00	287,930	00	288,000	00
Iron Bridging.....	169,344	96	249,612	94	418,957	90
Rails, Fish-plates, Bolts and Nuts.....	537,417	14	809,050	23	1,346,527	37
Cross Ties.....	95,150	02	78,795	96	173,945	98
Track-laying and Ballasting.....	51,937	10	182,419	07	234,356	17
Eastern Extension Railway.....	926,810	01	17,813	00	944,623	01
	\$6,943,990	44	3,961,794	12	10,905,784	56
Buildings.....	99,352	35	205,419	75	304,772	10
Engineering and Survey.....	857,203	16	164,354	75	1,021,557	91
Legal Expenses, Land Survey and Land Valuation.....	54,823	70	3,489	12	58,312	82
Management.....	70,645	22	18,860	87	89,506	09
Printing, Advertising, and Stationery.....	19,214	48	4,283	53	23,478	01
Right of Way.....	157,155	75	11,569	13	168,724	88
Rolling Stock.....	403,309	21	233,686	76	636,995	97
Cord-wood.....	600	00	7,716	50	8,316	50
Elliot, Grant & Whitehead, balance of advance on plant.....	3,972	00			3,972	00
Montreal Telegraph Company—Telegraph Line.....			6,480	00	6,480	00
Temporary running arrangements on Sections 1 and 2.....			2,622	21	2,622	21
	\$8,610,266	31	4,620,256	74	13,230,523	05
Paymasters' Balances.....	9,153	50	3,361	55	12,515	05
	\$8,619,419	81	4,623,618	29	13,243,038	10
The Receiver General.....	21,684	00	19,700	00	1,984	00
	\$8,641,103	81	4,603,918	29	13,245,022	10

APPENDIX C.

INTERCOLONIAL RAILWAY.—Return showing the Approximate Number of Days^s worked and Men employed on the several Sections during the month of July, 1872.

No. of Contract.	Division of Line.	No. of Days Worked.	Approximate force employed for month of July. (The figures underneath, divided by the working days in the month, will give the average daily force on each Section.)					
			Foreman and Mechanics.	Laborers.	Boys.	Horses.	Oxen.	Quarrymen.
1	A	No returns received.						
2	B	24	198	4,686	Nil.	1,679	Nil.	
3	C	27	1,226	19,195	1,195	4,982	do	
4	D	Contract finished.						
5	E	27	4,453	36,417	713	13,476	do	
6	F	27	1,051	8,163	Nil.	1,829	do	
7	G	27	1,334	9,655	1,008	2,837	do	
8	H	27	2,314	8,382	935	1,942	do	
9	I	26	1,509	5,082	363	1,678	do	
10	J	25	4,261	18,630	1,702	6,114	do	
11	K	27	2,295	14,915	156	2,414	do	
12	L	No returns received.						
13	M	26	2,785	8,798	Nil.	2,480	do	
14	N	No returns received.						
15	O	27	1,629	5,973	514	1,815	do	
16	P	27	3,001	4,400	465	587	do	
17	Q	27	1,646	6,133	1,122	1,678	do	
18	R	26	1,591	7,377	3,127	1,978	576	
19	S	26	1,623	7,145	940	2,220	Nil.	
20	T	Contract finished.						
21	U	No returns received.						
22	V	26	931	6,335	844	2,231	.....
23	W	27	3,098	11,018	603	3,054	.....

APPENDIX D.

STATEMENT shewing the total Value of Work done on each Section up to the 31st January, 1873.

No. of Section.	Present Contractor.	Contract Sum.	Amount paid present Contractor.		Balance due on Contract.	
			\$	cts.	\$	cts.
1	Geo. & J. Worthington	189,700 00	189,700 00		16,000 00	
2	do	429,000 00	429,000 00		36,444 00	
3	F. & X. Berliquet & Co.	462,444 00	426,000 00		255 00	
4	Smith & Pitblado	438,325 00	438,070 00		7,000 00	
5	Alex. McDonell & Co.	533,000 00	526,000 00		105,946 00	
6	F. X. Berliquet & Co.	456,946 00	351,000 00			
7	James Simpson & Co.	557,750 00	557,750 00			
8	Duncan Macdonald	100,000 00	100,000 00			
9	J. B. Bertrand & Co.	354,897 00	320,000 00		34,897 00	
10	Duncan Macdonald	365,920 00	259,000 00		106,920 00	
11	Davis, Grant & Sutherland	161,713 00	161,713 00			
12	Davis, Grant & Sutherland	597,600 00	551,000 00		46,600 00	
13	Sumner & Somers	934,933 00	638,000 00		296,933 00	
14	Wallace E. Macdonald & Co.	245,475 00	219,000 00		26,475 00	
15	Nielson & McGaw	363,529 00	334,000 00		29,529 00	
16	J. B. Bertrand & Co.	206,000 00	198,000 00		108,000 00	
17	King & Gough	440,000 00	188,000 00		252,000 00	
18	S. Parker Tuck	648,600 00	281,000 00		367,600 00	
19	Robt. H. McGreevy	395,732 00	221,000 00		174,732 00	
20	Thos. Boggs & Co.	642,854 00	289,000 00		353,854 00	
21	Brown, Brooks & Ryan	483,195 00	246,000 00		237,195 00	
22	Patrick Purcell	331,000 00	205,000 00		126,000 00	
23	C. Cummings & Co.	276,750 00	216,000 00		60,750 00	
		\$3,385,355 00	\$6,999,233 00		\$2,386,122 00	
	ADD—Value of work done by and paid to former Contractors	234,443 00	234,443 00			
		\$3,619,798 00	\$7,233,676 00		\$2,386,122 00	
	* Contract No. 12 (Sumner & Somers), amount of expenditure by Commissioners since 1st April, 1872.		138,312 14			
	† Allowance for borrowing and wasting on Section No. 2. \$10,000 00					
	† Tunnel drains		21,000 00			
	‡ Allowances for changes of location and raising of grade on Section 11		8,668 24			
			\$7,401,656 38			
	DEDUCT—Refund for materials delivered on Section No. 5 by E. Haycock, and sold to Messrs. Alex. McDonell & Co.		2,530 00			
			\$7,399,126 38			

APPENDIX E.

Division of Line.	No. of Bridge.	Name of Bridge.	Numbers and Lengths of Spans.		Erection.	Remarks.
			Roadway on Top.	Roadway on Bottom.		
<i>St. Lawrence District.</i>						
A	1	Bridge over Rivière du Loup.....	3 spans of 100 feet	.....	Erected.	
B	2	do La Vére River.....	2 do 100 do	.....	do	
B	3	do La Vére River.....	5 do 100 do	.....	Erected complete except painting.	
B	4	do Mills River.....	1 do 80 do	.....	do	
B	5	do Grand Bic River.....	1 do 80 do	.....	do	
C	6	do Little Bic River.....	1 span of 110 feet	.....	In course of erection—nearly finished.	
C	7	do Rimouski River.....	5 do 80 do	.....	Erected, with the exception of floor beams and painting.	
C	8	do at Station 1546.....	1 do 24 do	.....	Materials delivered at Rivière du Loup.	
D	9	do Metis River.....	1 do 24 do	.....	do	
D	10	do Tartigonx River.....	1 do 40 do	.....	do	
E	11	do at Sayabec Railway Station 1085.....	1 do 24 do	.....	do	
F	12	do do do 350.....	1 do 30 do	.....	do	
F	13	do St. Pierre River.....	1 do 80 do	.....	do	
F	14	do at Station 76.....	1 do 34 do	.....	do	
F	15	do Colongne River.....	1 do 39 do	.....	do	
F	16	do Anquet River.....	1 do 100 do	.....	do	
<i>Restigouche District.</i>						
G	15	Bridge over Indian Brook.....	3 spans of 40 feet	.....	Iron work delivered at Dalhousie.	
G	16	do Metapedia River.....	3 spans of 100 feet	.....	Iron work started in England.	
G	17	do do do.....	3 spans of 100 do	.....	do	
H	18	do McKinnon's Brook.....	2 do 80 do	.....	do	
H	19	do Metapedia River.....	4 do 100 do	.....	do	
I	20	do Clarke's Brook.....	1 do 60 do	.....	do	
I	21	do Gilmore's Brook.....	1 do 60 do	.....	do	
I	22	do Restigouche River.....	5 do 200 do	.....	do	
K	23	do Chignouche Brook.....	1 do 60 do	.....	Iron work delivered at Dalhousie.	
K	24	do Gordon's Ferry.....	1 do 40 do	.....	322 tons of iron delivered near bridge site.	
K	25	do Mill Creek (Campbelltown).....	3 do 60 do	.....	Iron work started in England.	
K	26	do Eel River.....	3 do 60 do	.....	do	
L	27	do North branch Charlo River.....	3 do 50 do	.....	do	

APPEN

LIST of Engineers and other Staff employed on Sections of the Intercolonial Railway, in force at the 1st April, 1872.

Number of Section.	Name.	Capacity.	Salary.	Total.
			\$ cts.	\$ cts.
<i>St. Lawrence District.</i>				
Rimonski Office.....	Samuel Hazlewood.....	District Engineer.....	3,600 00	
	George P. Bliss.....	Draughtsman.....	900 00	
	W. B. Hazlewood.....	Clerk.....	600 00	
Section Nos. 1 and 2	H. S. Langton.....	Assistant Engineer.....	1,200 00	
do 5.....	J. R. McDonell.....	Engineer.....	2,000 00	
	J. B. Brophy.....	Assistant Engineer.....	1,200 00	
	William Dickinson.....	Rodman.....	600 00	
do 13.....	H. J. Cambie.....	Engineer.....	2,000 00	
	William McCarthy.....	Assistant Engineer.....	1,200 00	
	Aug. Wilson.....	do.....	1,200 00	
	S. V. Kent.....	Rodman.....	600 00	
do 14.....	John Lindsay.....	do.....	600 00	
	T. D. Taylor.....	Engineer.....	2,000 00	
	J. E. Papillon.....	Assistant Engineer.....	1,200 00	
		Rodman.....	600 00	19,800 00
<i>Restigouche District.</i>				
Dalhousie Office.....	L. G. Bell.....	District Engineer.....	3,000 00	
	R. C. Haines.....	Assistant Engineer.....	1,200 00	
Section No. 17.....	W. G. Bellairs.....	Engineer.....	2,000 00	
	W. E. Tisdale.....	2nd Assistant Engineer.....	900 00	
	W. F. Gouin.....	Rodman.....	600 00	
do 18.....	Peter Grant.....	Engineer.....	500 00	
	L. B. Hamlin.....	Assistant Engineer.....	1,200 00	
	G. R. Fellowes.....	do.....	1,200 00	
	C. H. Morse.....	Rodman.....	600 00	
do 19.....	Peter Grant.....	Engineer.....	2,000 00	
	J. Jellett.....	2nd Assistant Engineer.....	900 00	
do 3.....	H. A. F. MacLeod.....	Engineer.....	2,000 00	
	E. F. Donkin.....	Assistant Engineer.....	1,200 00	
	E. J. Hutchinson.....	Rodman.....	600 00	
	W. R. Falls.....	do.....	600 00	
do 6.....	Ed. Lawson.....	Engineer.....	2,000 00	
	J. B. Hegau.....	Assistant Engineer.....	1,200 00	
	H. N. Ruttan.....	do.....	1,200 00	
do 9.....	Charles Odell.....	Engineer.....	2,000 00	
	J. T. McMillan.....	Rodman.....	600 00	
do 15.....	P. A. Peterson.....	Engineer.....	2,000 00	
	Wm. Mann.....	Rodman.....	600 00	28,700 00
<i>Miramichi District.</i>				
Newcastle Office.....	A. L. Light.....	District Engineer.....	3,600 00	
	S. G. Nixon.....	Draughtsman.....	900 00	
	L. R. Jones.....	Clerk.....	600 00	
Section No. 16.....	J. W. Fitzgerald.....	Assistant Engineer.....	2,000 00	
	G. H. Garden.....	Engineer.....	1,200 00	
	J. Nicholson.....	do.....	600 00	
do 10.....	J. H. Steele.....	do.....	600 00	
	W. M. Buck.....	Engineer.....	2,000 00	
	J. C. Brown.....	Assistant Engineer.....	1,200 00	
	J. F. Wilson.....	Rodman.....	600 00	
	Z. J. Fowler.....	do.....	600 00	
	Carried forward.....		\$13,900 00	48,800 00

DIX F.

LIST of Engineers and other Staff employed on Sections of the Intercolonial Railway, in force at the 1st April, 1873.

Number of Section.	Name.	Capacity.	Salary.	Total.	
<i>St. Lawrence District.</i>					
Rimouski Office...	Samuel Hazlewood	District Engineer	3,600 00	16,500 00	
	George P. Bliss	Draughtsman	900 00		
	W. B. Hazlewood	Clerk	600 00		
Section Nos. 1 and 2.	G. H. Middleton	Assistant Engineer	1,200 00		
do 5 and 8.	J. R. McDonell	Engineer	2,000 00		
do 13.	H. J. Cambie	Engineer	2,000 00		
	J. J. McGee	Assistant Engineer	1,200 00		
	William McCarthy	do	1,200 00		
	Aug. Wilson	Rodman	600 00		
	S. Y. Kent	do	600 00		
do 14.	John Lindsay	Engineer	2,000 00		
	J. E. Papillon	Rodman	600 00		
<i>Restigouche District.</i>					
Dalhousie Office ..	L. G. Bell	District Engineer	3,600 00		26,300 00
	R. C. Harris	Assistant Engineer	1,200 00		
	W. C. Mitchell	Clerk	600 00		
Section No. 17.	W. G. Bellairs	Engineer	2,000 00		
	T. D. Taylor	Assistant Engineer	1,200 00		
	W. E. Tisdale	2nd do	900 00		
do 18.	W. F. Gouin	do	600 00		
	Peter Grant	Engineer	500 00		
	L. B. Hamlin	Assistant Engineer	1,800 00		
	G. R. L. Fellowes	2nd do	800 00		
	C. H. Morse	do	800 00		
do 19.	Peter Grant	Engineer	2,000 00		
	J. Jellett	Assistant Engineer	1,200 00		
do 3.	H. A. F. MacLeod	Engineer	2,000 00		
	E. J. Hutchinson	Rodman	600 00		
do 6.	J. B. Hogan	Assistant Engineer	1,600 00		
	H. N. Rulman	do	1,400 00		
do 9.	Charles Odell	Engineer	2,000 00		
	J. T. McMillan	Rodman	600 00		
do 15.	Charles Odell	Engineer	500 00		
	Wm. Mann	Rodman	600 00		
<i>Miramichi District.</i>					
Newcastle Office...	A. L. Light	District Engineer	3,600 00	42,300 00	
	S. G. Nixon	Draughtsman	900 00		
	L. R. Jones	Clerk	600 00		
Section No. 16.	W. M. Buck	Engineer	500 00		
	G. H. Garden	Assistant Engineer	1,200 00		
	J. Nicholson	Rodman	600 00		
	J. H. Steele	do	600 00		
	W. M. Buck	Engineer	2,000 00		
	J. F. Wilson	2nd Assistant Engineer	800 00		
	Z. J. Fowler	Rodman	600 00		
	Carried forward		\$11,500 00		42,300 00

LIST of Engineers and other Staff employed on Sections of the Intercolonial Railway, in force at the 1st April, 1872.—Continued.

Number of Section.	Name.	Capacity.	Salary.	Total.
	<i>Brought forward.....</i>		\$ cts.	\$ cts.
	<i>Miramichi District.—Con'd.</i>		13,900 00	48,200 00
Section No. 20	W. B. Smellie	Engineer	2,000 00	
do	Edwin Force	Rodman	600 00	
21	P. J. Lynch	Engineer	2,000 00	
	J. Cadman	Assistant Engineer	1,200 00	
	J. W. Scott	Rodman	600 00	
do	W. Mathieson	do	600 00	
22	W. J. Crossdale	Engineer	2,000 00	
	William Gossip, jun.	Assistant Engineer	1,200 00	
	M. W. Maynard	Rodman	600 00	
do	A. Sinclair	do	600 00	
23	C. Blackwell	Engineer	2,000 00	
	E. A. Wilmet	Assistant Engineer	1,200 00	
	J. M. Kinnear	Rodman	600 00	
	A. F. Johnson	do	600 00	
	<i>Nova Scotia District.</i>			29,700 00
Amherst Office	C. Schreiber	District Engineer	3,600 00	
	E. H. Solomon	Clerk	600 00	
Section No. 4	J. R. Smith	Assistant Engineer	1,200 00	
do	P. S. Archibald	do	1,200 00	
do	P. W. Archibald	do	1,200 00	
	H. A. Gray	do	1,200 00	
Paymasters	H. H. Stevenson	Paymaster	1,500 00	9,000 00
	J. A. Hays	Assistant Paymaster	600 00	
	H. W. McCann	Paymaster	1,500 00	
	R. B. Cutler	Assistant Paymaster	600 00	
Chief Engin'rs Office	S. Fleming	Chief Engineer	4,800 00	4,200 00
	W. J. Forest	Assistant Chief Engineer	1,800 00	
	D. Simms	Assistant Engineer	1,100 00	
	T. R. Burpee	Secretary	1,000 00	
	A. M. Edmonds	Draughtsman	900 00	
				9,600 00
				\$100,700 00
Inspectors of Masonry	J. Hunter			at \$80 per Month.
	T. M. Quigley		80	do
	J. H. Scott		80	do
	William Burt		80	do
	George Cunningham		80	do
	J. W. Inlay		80	do
	E. C. Bennis (Crib Wharfing)		80	do
	J. Holmes		80	do
	J. Sutherland		80	do
	J. Fotheringham		80	do
	Hugh Holt		80	do
	J. D. McDonald (Timber)		80	do
	William Stuts		80	do
	Thomas O'Regan		80	do
	K. Sutherland		80	do
	B. Scott		80	do
	J. McRae		80	do
	J. McPherson		80	do
	Alexander McKay		80	do
Inspector of Moncton Buildings	John Murphy		80	do
Inspector of Ties	E. J. Purdy		50	do

LIST of Engineers and other Staff employed on Sections of the Intercolonial Railway, in force at the 1st April, 1873.—Continued.

Number of Section.	Name.	Capacity.	Salary.	Total.
			\$ cts.	\$ cts.
			11,500 00	42,800 00
<i>Brought forward.....</i>				
<i>Miramichi District.—Con'd.</i>				
Section No. 20.....	W. B. Smellie.....	Engineer.....	2,000 00	
	Edwin Forse.....	2nd Assistant Engineer.....	900 00	
do 21.....	F. J. Lynch.....	Engineer.....	2,000 00	
	J. Cadman.....	Assistant Engineer.....	1,200 00	
	W. J. Scott.....	Rodman.....	600 00	
	W. Matheson.....	do.....	600 00	
do 22.....	W. J. Crossdale.....	Engineer.....	2,000 00	
	William Gossip, Junr.....	Assistant Engineer.....	1,200 00	
	A. F. Johnston.....	Rodman.....	600 00	
	A. Sinclair.....	do.....	600 00	
do 23.....	C. Blackwell.....	Engineer.....	2,000 00	
	E. A. Willmot.....	Assistant Engineer.....	1,200 00	
	M. W. Maynard.....	Rodman.....	600 00	
				27,000 00
<i>Nova Scotia District.</i>				
Analyst Office.....	P. S. Archibald.....	Assistant Engineer.....		1,200 00
Section No. 17.....	J. W. Fitzgerald.....	Engineer.....		3,000 00
Rivière du Loup.....	James K. Hays.....	Store Keeper.....		1,000 00
do.....	James Yeo.....	Inspector of Tracklaying.....		900 00
Newcastle.....	R. B. Haddow.....	Store Keeper.....		1,000 00
Paymasters.....	W. H. Stevenson.....		1,500 00	
	John Murphy.....		1,500 00	
				3,000 00
Chief Engin'rs Office.....	S. Fleming.....	Chief Engineer.....	4,800 00	
	W. J. Forest.....	Assistant Chief Engineer.....	2,200 00	
	D. Simms.....	Assistant Engineer.....	1,100 00	
	T. R. Burpee.....	Secretary.....	1,000 00	
	A. M. Edmonds.....	Draughtsman.....	900 00	
				10,000 00
				\$89,900 00
				at \$100 per Month.
Inspectors of Masonry.....	George Blake.....		100	do
do.....	William Burt.....		100	do
do.....	J. W. Inlay.....		100	do
do.....	J. McKee.....		100	do
do.....	J. Lewis.....		100	do
do.....	J. Sutherland.....		100	do
do.....	J. Fotheringham.....		100	do
do.....	Joseph Williams.....		100	do
do.....	Hugh Holt.....		100	do
do.....	J. D. McDonald (Timber).....		100	do
do.....	William Stuitts.....		100	do
do.....	Hugh Tait.....		100	do
do.....	W. Morrison.....		100	do
do.....	Thomas O'Regan.....		100	do
Inspector of Fences.....	A. Sylvain.....		50	do
do Ties.....	N. Doherty.....		50	do
do.....	E. Sinclair.....		50	do
do.....	D. Delaney.....		50	do
do.....	Robert Kay.....		50	do
do Buildings.....	John Maltby.....		60	do