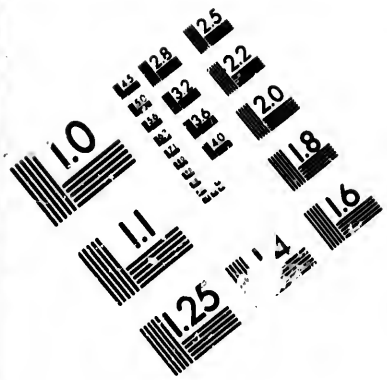


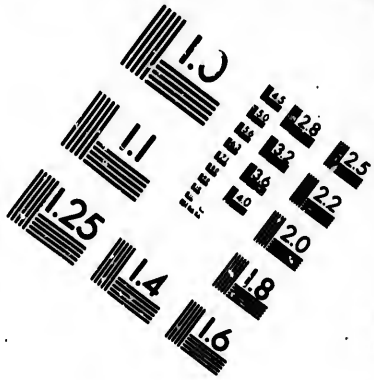
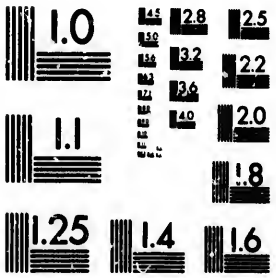
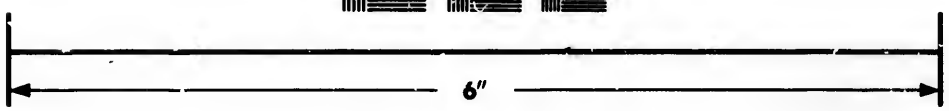


IMAGE EVALUATION TEST TARGET (MT-3)





Photographic Sciences Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4505

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

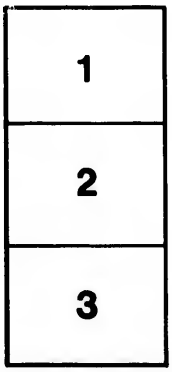
- ☐ Coloured covers/ Couverture de couleur
- ☐ Covers damaged/ Couverture endommagée
- ☐ Covers restored and/or laminated/ Couverture restaurée et/ou pelliculée
- ☐ Cover title missing/ Le titre de couverture manque
- ☐ Coloured maps/ Cartes géographiques en couleur
- ☐ Coloured ink (i.e. other than blue or black)/ Encre de couleur (i.e. autre que bleue ou noire)
- ☐ Coloured plates and/or illustrations/ Planches et/ou illustrations en couleur
- ☐ Bound with other material/ Relié avec d'autres documents
- ☐ Tight binding may cause shadows or distortion along interior margin/ La reliure serrée peut causer de l'ombre ou de la distortion le long de la marge intérieure
- ☐ Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/ Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- ☐ Additional comments:/ Commentaires supplémentaires:

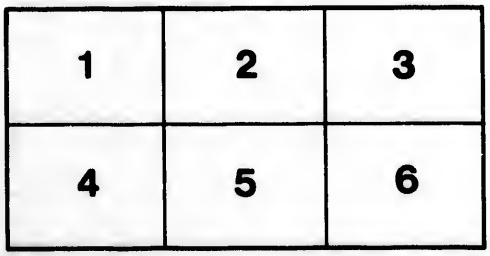
L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- ☐ Coloured pages/ Pages de couleur
- ☐ Pages damaged/ Pages endommagées
- ☑ Pages restored and/or laminated/ Pages restaurées et/ou pelliculées
- ☑ Pages discoloured, stained or foxed/ Pages décolorées, tachetées ou piquées
- ☐ Pages detached/ Pages détachées
- ☑ Showthrough/ Transparence
- ☐ Quality of print varies/ Qualité inégale de l'impression
- ☐ Includes supplementary material/ Comprend du matériel supplémentaire
- ☐ Only edition available/ Seule édition disponible
- ☐ Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/ Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
☐		☐	☐	☐	☐	☐	☒	☐	☐	☐	☐





REPORT

2

OF THE

RAILWAY COMMISSIONERS

OF THE

PROVINCE OF NEW BRUNSWICK,

FOR THE YEAR

1862.

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 CHUBB & CO., PRINCE WILLIAM STREET.

1863.

REPORT.

RAILWAY COMMISSIONERS' OFFICE,
St. John, N.B., 8th Jan., 1863.

To the Hon.

The PROVINCIAL SECRETARY.

SIR —

I beg to submit, for the information of His Excellency the Lieutenant Governor in Council, a Report of the operations on the European and North American Railway, for the year ending 31st October, 1862.

Quarterly Accounts of all expenditures, liabilities, and receipts, have been furnished according to Law.

Mr. Johnson, from the Auditor General's Office, has audited the traffic accounts and vouchers in this office.

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

CAPITAL ACCOUNT.

Dr.						Cr.		
1862.					1862.			
Oct. 31	To Expenditure to date, as follows :—				Oct. 31	By Prov. Treasury,		4,688,788 51
	" Engineering, per Abstract	A.	215,305 11			" Balance, carried to General Balance.		10,919 35
	" Permanent Way, "	B.	3,718,962 87					
	" Buildings, "	C.	194,055 57	17147				
	" Rolling Stock & Mach'y, "	D.	361,429 65	3285				
	" Miscellaneous Stock, "	E.	15,450 61					
	" General Expenses, "	F.	64,213 92					
				4,569,417 78				
	" Norton and Apohaqui Bridges, - -			12,583 67				
	" General Stores, on hand, - - -			117,706 46				
				$4,699,707 86				$4,699,707 86

REVENUE ACCOUNT.

Dr.							Cr.		
1862.						1861.			
Mar 26	To Provincial Treasury, - - - - -			20,000 00		Oct. 31	By Balance due on account Net Revenue at date,		21,432 63
Oct. 11	" Provincial Treasury, - - - - -			1,432 63					
	" Provincial Treasury, - - - - -			16,340 56		1862.			
" 31	" Locomotive Power, per Abstract	G.	28,562 68			Oct. 31	" Pass. Traffic, -	51,382 22	
	" Merchandise & Pass. Cars, "	H.	14,966 59				" Freight Traffic,	46,784 53	
	" Maint. Way & Build'gs, "	I.	22,931 98				" Mails & Sund's.	9,473 53	
	" General Charges, "	K.	21,173 48				" Net Revenue this year, -		20,005 55
	" Balance, being Net Revenue for current year, at credit, - - - -		20,005 55						
	" Balance, per General Balance, - -			3,664 99					
			$107,640 28	41,438 18				$107,640 28	41,438 18

GENERAL BALANCE.

Dr. Cr.

1862.			1862.		
Oct. 31	To Balance, Capital Account,	10,919 35	Oct. 31	By Baring Brothers & Co.,	15,144 42
	" Commercial Bank,	2,921 44		" Round Trip Ticket Account,	165 25
	" Cash on hand,	89 50		" International Steam Ship Company,	113 25
	" Arrears at Stations,	1,139 49		" Revenue Account, being Net Revenue Balance, at date,	8,664 99
	" Post Office Department,	870 00			
	" Board of Works,	420 90			
	" Provincial Board of Agriculture,	36 00			
	" Commissariat, Saint John,	554 37			
	" Gulf Steamers Account,	170 38			
	" Bye Roads,	186 70			
	" H. W. Baldwin, (Express)	66 67			
	" James D. Turner,	780 18			
	" Joseph H. Littlehale,	100 00			
	" Patrick King,	29 97			
	" Frank Giles,	92 00			
	" James Harris,	245 79			
	" Rothsay Accident, (Law Expenses)	70 00			
	" LeBaron Drury,	209 90			
	" Alexander McBean,	80 77			
	" R. W. Crookshank,	104 50			
		$19,087 91			$19,087 91

Abstract A.

ENGINEERING.

PARTICULARS.	EXPENDITURE TO 1861.	1862.	TOTALS.
Salaries and Office Expenses,	110,595 67	769 96	111,365 63
Surveying, &c.	48,545 03		48,545 03
Travelling and Incidentals,	35,903 25		35,903 25
Instruments and Drawing Material,	3,313 15		3,313 15
Inspectors,	14,364 64		14,364 64
Miscellaneous,	1,813 41		1,813 41
	$214,535 15	769 96	215,305 11

Abstract B.

PERMANENT WAY.

PARTICULARS.	EXPENDITURE TO 1861.	1862.	TOTALS.
Labor by Contract or otherwise,	2,519,565 39	9,153 11	2,528,718 50
Rails, Chairs, Ties, Signals, &c. &c.	828,727 14	1,969 61	830,696 75
Land Damage,	150,489 17	454 86	150,943 53
Miscellaneous, including Fencing,	206,003 79	2,600 30	208,604 09
	$3,704,785 49	14,177 38	3,718,962 87

Abstract C.

BUILDINGS.

PARTICULARS.	EXPENDITURE TO 1861.	1862.	TOTALS.
Terminal Stations,	62,754 06	946 93	63,700 99
Stations,	75,746 28	588 84	76,335 12
Way Stations,	3,333 91	47 45	3,381 36
Wharves,	42,724 27	205 75	42,930 02
Miscellaneous,	7,673 42	34 66	7,708 08
	$192,231 94	1,823 63	194,055 57

Abstract D.

ROLLING STOCK AND MACHINERY.

PARTICULARS.	EXPENDITURE TO 1861.	1862.	TOTALS.
Engines and Tenders,	133,849 73	417 52	134,267 25
Spare Gear,	13,267 18		13,267 18
Tools and Implements, including Lamps,	11,236 10	1,591 94	12,828 04
Snow Ploughs,	4,132 89	88 22	4,221 11
Stationary Engines,	2,282 60		2,282 60
Passenger Cars,	43,842 04	390 29	44,232 33
Freight Cars,	49,968 98	215 25	50,184 23
Platform Cars,	65,697 45	384 21	66,081 66
Ballast Cars,	27,444 00		27,444 00
Miscellaneous,	6,495 23	126 02	6,621 25
	$358,216 20	3,213 45	361,429 65

Abstract E.

MISCELLANEOUS STOCK.

PARTICULARS.	EXPENDITURE TO 1861.	1862.	TOTALS.
Furniture in General Offices,	4,642 94	34 98	4,677 92
Furniture in Stations,	9,402 21	23 05	9,425 26
Horses, Wagons, &c., &c.,	1,143 80		1,143 80
Miscellaneous,	182 76	21 37	204 13
	$15,371 21	79 40	15,450 61

Abstract F.

GENERAL EXPENSES.

PARTICULARS.	EXPENDITURE TO 1861.	1862.	TOTALS.
Salaries, Office Expenses, Books, Stationary, &c.,	31,271 55	539 33	31,810 88
Insurance,	933 95		933 95
Interest and Commission,	1,307 93		1,307 93
Postages, Printing and Telegraph Expenses,	5,936 12		5,936 12
Police Expenses,	14,347 03		14,347 03
Miscellaneous,	9,628 02	249 99	9,878 01
	$63,424 60	789 32	64,213 92

Abstract G.

LOCOMOTIVE POWER.

1861.	PARTICULARS.	1862.
9,808 71	Wages to Drivers, Firemen and Cleaners,	7,737 67
12,100 13	Firewood used by Engines,	8,980 84
2,391 48	Oil, Tallow and Waste,	1,345 29
1,970 84	Materials for rep'g Engines and Tenders, including packing,	2,293 69
7,072 32	Wages for repairing Engines and Tenders,	5,666 05
8 73	Repairs to Workshops and Engine Houses,	16 86
139 62	Repairs and Renewals of Tools, Lamps, &c.,	248 14
2,127 92	Water, Pumping, and Pump and Tank Repairs,	1,382 72
254 62	Small Stores,	199 88
541 02	Miscellaneous,	742 04
$36,415 39		$28,562 68

Abstract H.

MERCHANDISE AND PASSENGER CARS.

1861.	PARTICULARS.	1862.
8,820 19	Wages to Conductors, Brakemen and Porters,	7,428 25
1,016 91	Oil and Waste for Packing Cars,	867 77
2,552 08	Materials for Repairing Cars,	1,606 14
3,403 48	Wages for Repairing Cars,	2,215 10
117 62	Repairs to Workshops, Cranes, Tools and Implements, including repairs and renewal of Lamps, &c.,	220 74
268 58	Small Stores used on Trains,	14 28
1,723 04	Wages to Switchmen,	1,574 73
204 54	Fuel,	173 83
393 18	Extra Labor, loading and discharging Freight,	117 67
274 99	Miscellaneous,	748 08
$18,774 61		$14,966 59

Abstract J.

MAINTENANCE OF WAY AND BUILDINGS.

1861.		PARTICULARS.	1862.	
17,232	93	Track-master, Foremen and Laborers' Wages,	12,741	42
276	82	Rails, Chairs, Spikes, Fittings, Sleepers, &c.,	769	53
286	90	Repairs to Stations, Wharves, Buildings and Platforms,	352	55
"	"	Prop. Resident & Ass't Eng'rs' Salaries & Office Expenses,	769	95
85	25	Small Stores,	34	47
548	85	Repairs to Snow Ploughs and Flange Cleaners,	643	94
522	44	Repairs and renewal of Hand Cars. Tools and Implements,	521	36
"	"	Extra Labor cutting Ice and shovelling Snow,	4,106	23
511	41	Miscellaneous, including Fencing.	2,992	53
$19,464	60		$22,981	98

Abstract K.

GENERAL CHARGES.

1861.		PARTICULARS.	1862.	
2,400	00	Proportion of Commissioners' Salary & Office Expenses,	2,330	37
2,847	85	Salaries Superin't., Acc'tant, Clerks and Office Expenses,	3,344	01
6,817	85	Salaries to Station Agents and Clerks.	6,119	06
792	10	Advertising, Printing and Tickets,	742	09
637	96	Stationery used at Stations,	546	51
653	87	Damage to Goods, &c.,	339	18
1,519	49	Insurance,	1,248	63
889	40	Station Watchmen,	790	07
1,340	74	Fuel, Oil, and Incidental Expenses at Stations,	2,154	76
"	"	Rothsay Accident,	2,407	28
1,691	66	Miscellaneous,	1,151	52
$19,590	92		$21,173	48

Annexed are:—

Report from the Resident Engineer.

Report from the General Superintendent.

The Road and equipment to date has cost $4,569,417 73, equal to $42,309 42 or £8,814 9 3 Sterling per mile, which amount has been apportioned under the several heads of the Capital Account, viz:

CLASSIFICATION.	Expended per last Report.	Expenditure this year.	Total Expenditure.
Engineering,	214,535 15	769 96	215,305 11
Permanent Way,	3,704,785 49	14,177 38	3,718,962 87
Buildings,	192,231 94	1,823 63	194,055 57
Rolling Stock and Machinery,	358,216 20	3,213 45	361,429 65
Miscellaneous Stock,	15,371 21	79 40	15,450 61
General Expenses,	63,424 60	789 32	64,213 92
Totals,	$4,548,564 59	20,853 14	4,569,417 73

The Capital Expenditure for the current year may otherwise be classified:—

Paid Contractors in settlement of accounts,		1,338 85
Ballast, taking out cuttings, building *rip-rap*, &c. &c. &c.		3,418 12
Sidings and Switches,		875 96
Drains, Water Works and Tank Houses, at Sussex, Anagance, Petitcodiac and Shediac Stations, and Steves' Lake,		6,477 78
Road Crossings and Fencing,		869 82
Buildings, Fittings, and Furniture,		2,387 40
Engineering,		769 96
LAND DAMAGE,		
Paid Eliza Ferguson, compensation for thirds of property near Moncton Wharf,	100 00	
Paid Caleb A. Beck for land at Salisbury Station,	60 00	
Paid W. Coats for Land Damage at Salmon River,	25 00	
Paid for Farm Crossings,	199 00	
Paid Recorder's Fees, &c. &c.	70 36	
		454 36
Tools and Implements,		1,165 40
Injectors for Locomotives; and Check Chains, Safety Straps, and Fittings for Locomotives and Cars,		2,041 66
Miscellaneous,		1,053 88
		$20,853 14

The net surplus revenue for the year has been $20,005 55.

As will be seen from the traffic tables, there is a general diminution of receipts from all sources, as compared with the preceding year. This, I believe, was mainly owing to the depressed state of business in the Province.

The months of November and December last, as compared with the same months of the previous year, shew a considerable increase, which is probably owing to the impetus given to business by the improvement in shipbuilding.

As the arrangement with the Steamer Arabian has terminated, it is desirable that steam communication should be established between Shediac and the Northern Ports.

The traffic would be much increased, and the public interests served, if a means of communication with the water were provided at St. John.

A serious accident happened at Rothsay in February last, which was unfortunately attended with fatal results. Full details are furnished in the Superintendent's Report.

Respectfully submitted,

R. JARDINE,

CHAIRMAN.

RESIDENT ENGINEER'S REPORT.

ENGINEER'S OFFICE,
Saint John, 29th Dec., 1862.

ROBERT JARDINE, ESQUIRE,
Chairman of Railway Board.

SIR,

I have the honor to submit the following Report for the year ending October 31st, 1862.

The principal object kept in view has been to maintain the Roadway in the best and safest condition, and to do so in the most economical manner; and while I can certify to the perfect efficiency of the Road, the General Superintendent's Report will shew that this efficiency has been maintained at an unusually small cost. Wherever renewals have been necessary, the materials used have been of the best description, and while nothing has been wasted, a false economy, which would sacrifice permanence to present cheapness, has been carefully avoided.

For purposes of maintenance, the line has been divided into 12 nine-mile track sections, and it is this division which I have adopted in speaking of the different repairs, &c.

The most important work has been the total renewal of the Bridge at Big Scadouc Brook. This was originally a Pile Bridge, and as is usually the case in such structures, the Piles had decayed near the surface of the ground, while the parts above and below were comparatively sound.

In rebuilding the Bridge, I had the Piles cut off three feet below the surface of the ground and walings bolted to them; on these foundations, Piers of Masonry were built to the height of four feet, and on these the Trestles were set. By this method of construction all the timber is kept away from the surface of the ground, which is the place at which it is exposed to alternations of wet and dry, and consequently to decay. The durability of the structure is thus much increased. Wooden Bridges built in this way of good materials and kept well painted, ought to last fourteen or fifteen years. The greatest pains have been taken to preserve the timber in this Bridge, all the joints were whiteleaded, and wherever one timber rests on another, the contiguous surfaces were coated with Stockholm tar.

The Bridges at Little Scadouc and Cook's Brook have been only partially renewed, but have been strengthened by a thorough system of diagonal bracing, in which they were formerly somewhat deficient, and the want of which, more than any extensive decay in the timber, was the cause of their vibration. The timber in these two Bridges was much superior to that in Big Scadouc Bridge, and now that any unsound pieces have been removed, the structures will, probably, be good for several years to come. As these Bridges were built in 1853 or 4, the timber has lasted as well as could be reasonably expected.

The Trestle Bridge at Jonathan's Creek, near Moncton, has required some repair; the foundation of the Western Channel Bent, having sunk at the South side so as to throw the Bridge "out of line." I can account for this failure only on the supposition, that the piles of which the foundation is composed were not properly driven, as the bed of the Creek is of a nature to hold a well-driven pile very firmly. I have had the Bridge put back into line, and braced in such a manner as to take the weight from the defective piling. I do not anticipate, therefore, any more trouble from that source.

The Stringers of the South Cove Bridge were accidentally burnt, probably by fire from the Locomotive, during the dry weather of last summer. The Stringers since put on, are intended to be only temporary, as the Bridge will have to be totally rebuilt before the business opens next summer. This portion of the road not being used during the time the Gulf Navigation is closed, advantage should be taken of the interval, either to build a new Bridge or a Stone Culvert. The cost of a Pile Bridge would be $300, and of a Stone Culvert $625.

The over Bridges at Valley Road, Saint John, and at Church Street and Mountain Road, Moncton, have been replanked. At Otty's Bridge, Second Section, the Masonry under one of the Trestles having been injured by a slide, was taken down and rebuilt. All over Bridges are now in good order.

A small amount was expended on the Bridge across the Kennebecasis, at Norton in repairing the damage done by the freshet to the foundation of one of the bents of the Southern approach.

One of the Box Culverts on the Sixth Section having been found too small to vent the water during freshets, I have had it changed to an open Culvert, which, by giving greater height, has enlarged the vent sufficiently, and at small expense.

The Tanks at Petitcodiac and Steves' Lake being leaky, and not of sufficient size, it was decided to replace them by larger and better ones, which has accordingly been done.

Some repairs which proved to be necessary have been made on Shediac Passenger Station.

The Sleepers on the Eleventh and Twelfth Sections have been partially renewed during the summer. Those taken out were Hemlock, and had been laid about seven years, which is, I believe, generally considered "the life" of such Sleepers. They have been replaced chiefly with Hacmatac.

Some additional protection for the Track Stringers was thought necessary on that part of Point du Chene Wharf which is most exposed to the violence of the sea. Measures were therefore taken to meet the necessity. I may here state that the planking on the top of the wharf continues to answer every purpose that was expected. The track has not been disturbed, although there have been several severe storms since it was laid.

The only new sidings put in have been at Gurney's, on the Fifth Section, and at Shives's Mill, on the Seventh Section. The freight siding at Nauwigewauk Station has been lengthened, in order to allow of its being used as a passing place for passenger trains. The total length of sidings is now 13 3-10 miles. Snow fences have been built at Appleby's, Moncton, and Cook's Brook, the total length of which is 194 rods.

A fire-proof Safe was made for the St. John Station, which, partly on account of its great weight, (10,000 lbs.) and partly on account of the space it would occupy, it was not deemed advisable to put in the Superintendent's office. A brick pier was therefore built up outside the building, on which the safe was placed, and the whole was then covered to correspond with the Station Building.

A large quantity of Fencing was destroyed by fire during the summer. This, I fear may be expected every year, for during the dry season the fire kindles so easily, and spreads so rapidly, that the trackmen cannot, even by the exercise of the utmost vigilance, prevent a great deal of damage being done. The fence across the great marsh, St. John, is nearly worn out, and I would suggest that when it is renewed, the experiment of iron wire fence should be tried. The price of the diamond wire fence manufactured in Boston, is from 85 to 90 cents per rod, and its cost completed would be about $1 30 per rod, which is rather less than the cost of board fence. As in all probability it would be much more durable, and certainly less liable to destruction by fire, it would, I believe, be found much cheaper in the end. The expense might be even less, if the fence could be imported from England. If found to answer on the marsh, it could be extended gradually along the whole line.

The cost of the various constructions, renewals and repairs, will be found in the report of the General Superintendent.

All the Iron Bridges, except Passekeag and Moosehorn, will require either thorough or partial repainting next Summer.

The question of the extension of the Railway to some deep water terminus at Saint John, has been so much discussed, that I trust the following remarks will not be deemed out of place in this connection.

Mr. Hurd Peters, C. E., has furnished plans and sections to the Common Council of St. John, for a line along the shore of Courtenay Bay to the Breakwater. These drawings shew that a good and easy line causing small damage to private property can be found as far as the East end of Main Street. From this point to the Breakwater, whether Mr. Peters' line around the Barrack Shore, or a line through Main Street, also shewn on the plan, be adopted, the cost of the work must be very great.

Although the works in Main Street would be heavy and expensive, necessitating a tunnel between Pitt Street and Sydney Street, I doubt very much if they would be more so, than the works necessary to withstand the force of the sea which breaks heavily on the Barrack Shore during a Southerly storm.

Mr. Peters does not contemplate the line being extended further than the Breakwater, and with this view very properly prefers the shore line, which, allowing the expenses of both to be about equal, would give rather the best alignment. Adopting Mr. Peters' line from Gilbert's Island to St. James' Street, I should prefer running thence through Main Street for the following reason.

In the event of the line being carried across to Reed's Point and along Water Street, the line from the Breakwater would either close all the Lower Cove Slips or necessitate the use of Draw Bridges, while the one through Main Street would cross them near the heads and lessen the property damage most materially. A Branch could be run along Charlotte Street Extension to the Breakwater, to which it is important to have access, on account of the large space which might be there rendered available for the purposes of the Railway.

From the West end of Main Street around Reed's Point, and along Water Street to the Market Square, no expensive work would be needed.

At the Market Square the chief trouble occurs; for while with the exception of the *cost* of the works in Main Street, there is no difficulty in getting into the Square from one direction, and along Smyth Street, as far as the Hon. John Robertson's wharf, from the other, to connect these two points is not by any means easy. At Tisdale's Corner there would be a curve of certainly not more than four hundred feet radius. and it would be necessary either to build a turntable on Robertson's wharf to turn the cars up the North Market Wharf, or to run in a curve of about 450 feet radius, which would close parts of all the slips between Robertson's and Fairweather's wharves.

The objections to the latter plan would be the amount of property damages, and the difficulty of moving heavy trains on so sharp a curve. On the other hand the turntable would be highly objectionable, if only on account of the delay caused by it. while there are many other practical difficulties, both in the construction and working of it, which it is not necessary to enumerate.

The only method of connecting the track in this direction, which would give a good alignment, but which would involve great expense, would be to carry the line along Pond Street to the intersection of Sewell Street, and thence by a tunnel through Chipman's Hill into the Market Square. Rejecting the idea of the turntable, it will be a question for future consideration, should the connection of the tracks be deemed indispensable, whether the cost of the tunnel or the amount to be paid to the wharf owners, as property damages, would be the greater. The total distance from the diverging point at Gilbert's Island around Reed's Point to the connection at Mill Street is 3 1-10 miles nearly. From the track along Water Street a branch could be run on to each wharf, thus connecting the railway with the greater part of the wharf accommodation of the City, and possessing all the advantages of the formerly proposed plan of running across the heads of the wharves, at, I believe, much smaller cost.

The data in my possession are too imperfect to enable me to make a reliable estimate of the cost of the work, but it will be seen that the line proposed damages private property as little as could be expected in a line encircling the whole City.

If the whole scheme cannot, at present, be carried out, an extension might be made to Robertson's Wharf, which would of itself be a great accommodation, and would not be expensive, as the track could then be carried along Smyth Street. It is only in providing for a connection with the track through Water Street, that this portion of the line becomes expensive.

The present accommodation for unloading heavy freight in the St. John Station yard is already felt to be insufficient, and if the trade increases in the same proportion as it has hitherto done, some other outlet will be found absolutely necessary.

I have the honor to be
Your obedient servant,

J. EDWARD BOYD,
RESIDENT ENGINEER.

SUPERINTENDENT'S REPORT.

GENERAL SUPERINTENDENT'S OFFICE,
St. John, N. B., 22nd Dec., 1862.

To R. JARDINE, ESQUIRE,

Chairman of the Board of Railway Commissioners.

SIR,—

I beg leave to submit my Report of the Railway operations for the last fiscal year.

The annexed summary and monthly statements of Receipts and Expenses, as well as of Passengers and Freight carried, will, with the other statements following, serve to shew the character and extent of the business transacted:—

REVENUE.	1861.	1862.	INCREASE	DECREASE.
Passengers,	69,558 03	51,382 22		18,175 81
Freight,	47,700 72	46,784 53		916 19
Mails and Sundries,	13,419 40	9,473 53		3,945 87
Totals,	$130,678 15	107,640 28		23,037 87

EXPENSES.	1861.	1862.	INCREASE	DECREASE.
Locomotive Power,	36,415 39	28,562 68		7,852 71
Merchandise and Passenger Cars,	18,774 61	14,966 59		3,808 02
Maintenance,	19,464 60	22,931 98	3,467 38	
General Charges,	19,590 92	21,178 48	1,582 56	
Totals,	$94,245 52	87,684 73	5,049 94	11,660 73
NET REVENUE.	$36,432 63	20,005 55		16,427 08

CLASSIFIED MONTHLY STATEMENT OF REVENUE.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS AND SUNDRIES*		TOTALS.	
	1861.	1862.	1861.	1862.	1861.	1862.	1861.	1862.
November, - -	5,556 34	4,342 25	4,857 85	4,396 77	2,114 75	1,101 33	12,528 94	9,840 35
December, - -	4,444 36	3,838 44	3,266 99	3,343 48	1,448 69	1,171 34	9,160 04	8,353 26
January, - - -	2,978 44	2,273 15	2,545 65	2,891 37	571 12	1,078 32	6,095 21	6,242 84
February, - -	2,505 71	1,781 53	3,050 60	2,816 94	537 02	421 75	6,093 33	5,020 22
March, - - -	2,919 37	2,535 65	3,259 51	3,417 24	570 67	413 07	6,749 55	6,365 96
April, - - -	3,794 41	3,495 30	3,814 25	4,045 22	885 82	618 10	8,494 48	8,158 62
May, - - -	5,580 86	4,573 81	5,241 63	5,553 62	2,042 21	525 34	12,864 70	10,652 77
June, - - -	5,705 78	4,862 77	3,988 04	4,201 46	1,700 84	412 34	11,394 66	9,476 57
July, - - -	8,425 31	7,750 33	5,112 99	4,657 03	1,022 03	592 51	14,560 33	12,999 87
August, - - -	8,732 10	6,141 28	5,134 08	3,587 17	477 74	1,166 37	14,343 92	10,394 82
September, - -	6,132 94	4,855 34	3,409 71	2,554 81	1,057 79	1,139 64	10,600 44	8,549 79
October, - - -	12,782 41	4,932 37	4,019 42	5,319 42	990 72	833 42	17,792 55	11,085 21
TOTALS, - -	$69,558 03	51,382 22	47,700 72	46,784 53	13,419 40	9,473 53	130,678 15	107,640 28

* This includes Mails, Rents, Locomotives and Cars, Express, Storage, &c.

CLASSIFIED MONTHLY STATEMENT OF EXPENSES.

MONTHS.	LOCOMOTIVE POWER.		M'DZE. & PASS. CARS.		MAINT. OF WAY AND BUILDINGS.		GENERAL CHARGES.		TOTALS.	
	1861.	1862.	1861.	1862.	1861.	1862.	1861.	1862.	1861.	1862.
November,	3,020 36	2,328 98	1,557 69	1,170 84	1,829 44	1,483 20	1,623 74	1,579 33	8,031 23	6,562 35
December,	2,634 30	1,970 33	1,232 10	1,200 79	1,519 41	1,138 16	2,136 87	1,515 45	7,522 68	5,824 73
January,	4,159 20	2,986 78	1,134 46	1,166 33	1,419 93	2,247 20	1,257 40	1,703 41	7,970 99	8,053 72
February,	3,042 16	3,152 90	1,641 09	1,058 03	1,532 96	2,735 98	1,470 86	1,498 41	7,687 07	8,445 32
March,	3,237 30	2,781 92	1,357 48	1,345 75	1,522 02	1,602 96	1,410 66	1,925 23	7,527 46	7,655 86
April,	2,661 96	2,066 43	1,723 97	1,360 23	1,451 72	1,434 63	1,192 67	2,018 98	7,030 32	6,880 27
May,	3,269 97	2,223 41	1,644 62	1,429 52	1,844 45	1,761 00	1,349 84	1,823 95	8,108 88	7,237 88
June,	3,199 61	2,002 41	1,238 68	1,346 63	1,562 08	1,651 56	1,319 61	1,608 51	7,319 98	6,609 11
July,	2,905 75	2,216 58	1,558 25	1,243 74	2,002 13	2,205 57	1,713 90	1,543 27	8,180 03	7,209 16
August,	3,007 46	2,920 96	1,604 65	1,266 80	1,719 35	2,217 29	1,543 89	1,522 71	7,875 35	7,927 76
September,	2,498 63	2,157 16	2,380 24	1,109 38	1,391 69	2,287 69	1,556 31	2,009 01	7,826 87	7,563 24
October,	2,778 69	1,804 82	1,701 38	1,268 55	1,669 42	2,166 74	3,015 17	2,425 22	9,164 26	7,665 33
TOTALS.	$36,415 39	28,562 68	18,774 61	14,966 59	19,464 60	22,931 98	19,590 92	21,173 48	94,245 52	87,634 73

PASSENGER STATEMENT.

FROM STATIONS.	1861.			1862.		
	EAST.	WEST.	TOTAL.	EAST.	WEST.	TOTAL.
Saint John,	62,783	14,789	77,572	50,902	8,216	59,118
Rothsay,	1,989	13,405	15,394	1,841	12,940	14,781
Ossekeag,	3,376	5,060	8,436	2,449	3,948	6,397
Norton,	1,325	2,325	3,650	929	2,002	2,931
Apohaqui,	1,829	2,491	4,320	1,080	2,107	3,187
Sussex,	4,873	6,410	11,283	2,012	3,657	5,669
Penobsquis,	1,075	1,478	2,553	493	829	1,322
Anagance,	546	715	1,261	318	443	761
Petitcodiac,	808	1,143	1,951	620	906	1,526
Salisbury,	1,635	1,994	3,629	838	1,381	2,219
Moncton,	2,811	4,254	7,065	1,725	3,020	4,745
Shediac,	1,557	4,252	5,809	1,823	3,589	5,412
Point du Chene,	30	1,332	1,362	49	1,213	1,262
Flag Stations,	5,938	21,068	27,006	4,452	18,312	22,764
Total,	90,575	80,716	171,291	69,531	62,563	132,094

RECAPITULATION.

MONTHS.	1861.			1862.		
	EAST.	WEST.	TOTAL.	EAST.	WEST.	TOTAL.
November,	5,709	4,670	10,379	3,854	3,371	7,225
December,	3,725	3,021	6,746	3,311	2,871	6,182
January,	2,858	2,357	5,215	2,028	1,841	3,869
February,	2,423	1,917	4,340	1,625	1,371	2,996
March,	2,947	2,414	5,361	2,714	2,291	5,005
April,	4,180	3,319	7,499	3,742	3,339	7,081
May,	5,774	4,561	10,335	4,518	4,041	8,559
June,	5,979	4,763	10,742	4,918	4,103	9,021
July,	10,599	9,546	20,145	15,044	13,865	28,909
August,	22,644	21,822	44,466	14,110	13,166	27,276
September,	10,335	9,521	19,856	9,625	8,950	18,575
October,	13,402	12,805	26,207	4,042	3,354	7,396
Total,	90,575	80,716	171,291	69,531	62,563	132,094

FREIGHT STATEMENT.

STATIONS.	1861.			1862.		
	TONS.			TONS.		
	EAST.	WEST.	TOTAL.	EAST.	WEST.	TOTAL.
Saint John,	9,304		9,304	8,296		8,296
Rothsay,	76	199	275	20	185	205
Ossekeag,	68	546	614	49	694	743
Norton,	24	1,348	1,372	15	1,945	1,960
Apohaqui,	48	1,239	1,287	28	1,599	1,627
Sussex,	232	1,663	1,895	194	1,952	2,146
Penobsquis,	17	249	266	10	309	319
Anagance,	32	345	377	23	289	312
Petitcodiac,	588	767	1,355	466	1,079	1,545
Salisbury,	924	984	1,908	781	1,095	1,876
Moncton,	515	885	1,400	532	777	1,309
Shediac,	129	763	892	66	779	845
Point du Chene,		3,013	3,013		2,464	2,464
Flag Stations,	2,694	6,734	9,428	1,738	7,403	9,141
Totals,	14,651	18,735	33,386	12,218	20,570	32,788

CLASSIFIED RECAPITULATION.

MONTHS.	1861.					1862.				
	1st Class	2nd Class	3rd Class	4th Class	Total Tons.	1st Class	2nd Class	3rd Class	4th Class	Total Tons.
November,	221	264	191	1,613	2,289	163	247	154	1,861	2,425
December,	131	246	102	1,293	1,772	126	292	157	1,419	1,994
January,	58	124	94	1,634	1,910	50	144	103	2,109	2,406
February,	51	96	63	2,655	2,865	56	78	84	2,308	2,526
March,	79	84	76	2,745	2,984	67	89	89	2,504	2,749
April,	124	102	89	2,923	3,238	97	120	114	2,939	3,270
May,	253	173	114	2,264	2,804	189	174	131	2,405	2,899
June,	150	141	80	1,857	2,228	121	153	71	2,718	3,063
July,	182	163	66	3,224	3,635	133	166	80	3,754	4,133
August,	99	142	80	4,257	4,578	95	129	88	2,247	2,559
September,	189	202	104	1,745	2,240	81	162	87	1,014	1,344
October,	237	280	243	2,083	2,843	161	198	141	2,920	3,420
Total Tons,	1,774	2,017	1,302	28,293	33,386	1,339	1,952	1,299	28,198	32,788

MONTHLY ABSTRACT OF LOCOMOTIVE RETURNS.

Engine Mileage. 1861.	MONTH.	Hours in Steam.	MILES RUN BY			CONSUMPTION OF				AVERAGE.						Car Mileage. 1861.
			Engines.	Cars.	Snow Plow.	Wood in Cubic ft.	Pts. Oil.	Tallow, lbs.	Waste, lbs.	Cars to 1 Mile Run.	Plow to 1 Mile Run.	Miles to 1 Hour in Steam	Cubic Feet of Wood, per 100 Miles Run.	Pints Oil and Tallow, per 100 Miles Run.	lbs. Waste per 100 Miles Run.	
20,312	November, .	1,768	14,673	69,501	44	32,843	631	167	191	4·73	·002	8·29	222·47	5·6	1· 3	101,587
11,492	December, .	1,456	11,533	50,186	380	31,351	540	165	181	4·35	·032	7·92	271·83	6·31	1·57	61,872
12,655	January, .	1,827	11,933	47,711	1,856	43,614	813	206	169	3·99	·155	6·53	365·49	8·78	1·41	49,211
10,429	February, .	1,556	10,452	45,300	1,796	40,782	600	177	127	4·33	·171	6·71	390·56	7.71	1·21	45,711
11,591	March, . .	1,698	11,228	51,519	1,604	32,588	541	171	148	4·58	·142	6·61	290·12	6·55	1·31	53,385
10,278	April, . .	1,221	10,048	59,275	314	20,959	403	144	119	5·89	·031	8·22	208·58	5·64	1·18	62,461
13,118	May, . .	1,602	14,494	74,368	106	28,485	459	178	185	5·13	·007	9·04	196·52	4·7	1·27	96,350
15,765	June, . .	1,724	15,358	68,255		26,804	478	169	197	4·44		8·9	174·53	4·36	1·21	76,535
18,765	July, . .	2,088	17,771	80,135		32.258	573	231	210	4.5		8·51	181·52	4·64	1·18	99,732
19,603	August,. .	2,077	17,482	75,997		28,332	622	186	235	4·34		8·41	162·06	4.77	1·34	106,043
17,837	September,.	1,754	13,376	55,454		21,257	427	147	177	4·14		7·62	158·91	4.45	1·31	84,131
20,665	October, .	1,674	12,073	68,492	44	23,432	320	164	127	5·67	·003	7·21	194·16	4·20	1·05	115,302
187,510	Totals, .	20,445	160,421	746,193	6,144	362,505	6,407	2,105	2,066	4·65	·038	7·84	225·97	5·49	1·28	952,820

The decline of $18,175 81 in the Passenger business was continuous during the year; the *least* difference being $383 72 and $299 11 in the months of March and April respectively, whilst the *greatest* reduction took place in August and October; in the former case amounting to $2,590 82, and in the latter to $7,850,04; the last named month being that in which the Provincial Exhibition was held at Sussex, in 1861.

There was a slight comparative improvement in the receipts for Freight for the months of December, January, March, April, May, June and October, amounting to $2,636 32, which has, however, been offset by a more than corresponding decline in November, February, July, August and September, of $3,552 51. The difference being the decrease $916 19, as stated.

All other sources of Revenue were comparatively more in January, August and September, 1862, by $1,277 68, and less in the other months of the year, by $5,228 55, the difference, $3,945 87, being the decrease.

The result of comparison, therefore, has shown the decrease in the *Revenue* from *all* sources for the year to be - - - - - - - - -			$23,037 87
Which, being offset by savings effected in the Working Expenses, viz:—			
In Locomotive Power, - - - - - -		7,852 71	
" Merchandise and Passenger Cars, - - -		3,808 02	
		11,660 73	
—Less additional—			
For Maintenance, - - - - -	3,467 38		
,, General Charges, - - - -	1,582 56		
		5,049 94	
			6,610 79
Shews the comparative Net Revenue decrease to be			$16,427 08

The cost of Maintenance was increased by extra labor in cutting ice and shovelling snow, to the extent of $4,106 23, which is for the most part due to two unusually severe storms, which took place during the months of January and February last. The other extraordinary charges placed to the account of Maintenance, will be alluded to hereafter.

In accounting for the increased expenses, classified under General Charges, it will be sufficient to say that the accident of the 24th February last at Rothsay, cost, exclusive of Law Expenses, up to the close of the year, $2,407 28, which is charged under this division of the Revenue Account.

A comparison of the percentage which the Passenger, Freight, and other earnings bear to the gross receipts, and that which each of the four divisions of the Working Expenses is to the whole cost of operating, shews :—

REVENUE.	1861.	1862.	EXPENSES.	1861.	1862.
Passengers, - -	53·23	47·74	Locomotive Power, - - -	38·64	32·59
Freight, - - -	33·50	43·46	Merchandise and Passenger Cars,	19·92	17·08
Mails and Sundries, -	10·27	8·80	Maintenance, - - - -	20·65	26·17
			General Charges, - - -	20·79	24·16
Total, - -	100·00	100·00	Total, - - - - -	100.00	100.00

In consequence of the more than corresponding decrease in the earnings the past year, the Expenses were 81·41 per cent. of the receipts, against 72·12 the year before.

The first and second class passengers compare :—

CLASS.	1861.			1862.			DECREASE IN 1862.
	LOCAL.	THROUGH	TOTAL.	LOCAL.	THROUGH	TOTAL.	
First, - -	127·062	4·721	131·783	94·044	3·854	97·898	33·885
Second, - -	38·454	1·054	39·508	33·098	1·098	34·196	5·312
Total, -	165·516	5·775	171,291	127·142	4·952	132·094	39·197

The percentage would be :—

OF	1861.	1862.
First Class,	76·94	74·11
Second Class,	23·06	25·89
Local,	96·63	96·25
Through,	3.37	3·75
East,	52·88	52·64
West,	47·12	47·36

The aggregate Passenger Mileage, the average distance travelled by each, and the average rate per mile received from each, are as follows :—

SPECIFICATION.	1861.	1862.
Number of Passengers carried one mile, ...	3,896,144	2,753,001
Average miles travelled, ...	22·74	20·841
Average rate in cents per mile, ...	1·785	1·866

Whilst, therefore, a reduction has taken place in the passenger mileage of 29·34 per cent., in comparison with the previous year, and 1·90 miles in the average distance each were carried, the average rate each per mile has increased ·081 cent.

This reduction in the average distance on the one hand, in 1862, and increase in the rate per mile on the other, is manifestly owing to the large number who attended the Exhibition in Sussex at 1861, and the extremely low rates then charged.

The comparative local and through freight, the tons carried one mile, and the average receipts per ton, and per ton per mile, are as follows :—

SPECIFICATION.	LOCAL.		THROUGH.		TOTAL.	
	1861.	1862.	1861.	1862.	1861.	1862.
Tons Freight, ...	28,191	27,891	5,195	4,897	33,386	32,788
Tons carried one mile, . . .	888,515	812,466	558,021	525,407	1446536	1337873
Average receipts per ton, . .	$1·1885	$1·1462	$2·7325	$3.0248	$1·4287	$1·4268
Average Receipts pr ton pr mile,	3·7709 c.	3·9227 c.	2·5421 c.	2·8192 c.	3·2975 c.	3·4969 c.

It thus appears that there has been a reduction in the local freight of 300 tons, or about one per cent. ; in the through freight 298 tons, or nearly 5¾ per cent., and in both of 598 tons, or a fraction over 1¾ per cent. : that of the tons carried one mile, the local declined 8·559 per cent., the through 5·844 per cent., and the total 7·511 per cent. ; that the average receipts per ton for the local freight have decreased 4·23 cents, and for all ·19 of a cent ; whilst the rate for through freight has increased 29·23 cents per ton, and that the receipts per ton per mile are more—in local ·1518, in through ·2771, and in all ·1994 of a cent.

The increased rate per ton, and per ton per mile, may be attributed to the fact, that but a very limited quantity of the grain and other products of Prince Edward Island, came forward over this line the past year, and that there was no reduced through freight,

or indeed passenger arrangement, as was the case the preceding season, with the steamers running to and from Quebec and Point du Chene, and the different Ports on the North Shore of New Brunswick, occasioned by the refusal on the part of the managers of these vessels to comply to any extent, with the request of the Railway authorities on this subject.

A comparison of the per centage of the freight forwarded in 1861 and 1862, results:—

CLASS.	1861.	1862.	Destination or Direction.	1861.	1862.
First,	5·37	4·084	Local,	84·44	85·06
Second,	6·04	5·953	Through,	15·56	14·94
Third,	3·89	3·962	East,	43·88	37·26
Fourth,	84·70	86·001	West,	56·12	62·74

The circumstance that full carloads of miscellaneous articles to one address, in either direction, and for any distance, are rated fourth class, in addition to the articles mentioned under that head in the Tariff, will account for the large proportion of that class carried.

It may be remarked, that in hauling the greatest quantity of paying freight, with the least weight of cars, consists, in an important degree, the economy of transporting freight.

Keeping in view this principle, and acting upon it, as far as the limited nature of the Traffic would permit, it became desirable to ascertain the weight of cars, as well as their contents, that comparisons might, from time to time, be instituted, with the view to reduce, in all practical ways, the empty car mileage.

I have, therefore, caused a statement to be made, and now present these particulars, comparatively for the past two years:—

In Tons carried one mile:—	1861.	1862.
Weight of Freight,	1,446,586	1,337.873
Weight of Cars,	3,833,701	3.084,800
Weight of both,	5,280,287	4,422,673

The percentage of which would be :—

	1861.	1862.
Weight of Freight, ...	27·39	30·25
Weight of Cars, ...	72·61	69·75
	100 00	100·00

Assuming that a Freight car will weigh 15,000 lbs., or 7½ tons, and is permitted to carry freight to the extent of 9 tons of 2,000 lbs. each, the maximum percentage would be 54·54 weight of car, and 45·46 its load; but if run empty one way, it would then reach 62·5 the car, against 37·5 weight of freight.

It will thus be seen that although there has been a decrease in the dead weight, and of course corresponding increase in the average load of 2·86 per cent., the former is still more, and the latter less by 7·5 per cent. than it should be supposing the cars to be loaded but one way. I may say that this is altogether owing to the uncertain character of the traffic.

Freight, of the description usually carried in Covered Cars, sometimes predominates Eastward, and upon other occasions Westward, whilst lumber, cordwood and such other goods as are conveyed on Platform Cars, are for the most part, transported Westward. In almost all cases involving the return of empty cars. Then again, it very frequently happens, that Cars have to be forwarded partially laden, and it is necessary to place empty Freight Cars in the Trains, when there are none partly loaded, but oftener in any case, for the reception and delivery of goods at Flag and other Way Stations, the business of which demands more or less accommodation.

The cause, therefore, of the small proportion of Freight to the dead weight, thus far is, I think, apparent. The increase depends greatly upon additional business, which would be almost sure to follow further facilities for its transaction.

The inward and outward business, and the expenses attending the same at each Station, with the proportion which each bears to the whole, may be seen on reference to the following Table :—

STATIONS.	NUMBER OF PASSENGERS.						TONS OF FREIGHT.						STATION EXPENSES.			
	1861.			1862.			1861.			1862.			1861.		1862.	
	Inward.	Outward	per Cent	Inward.	Outward	per Cent	Inward.	Outward	per Cent	Inward.	Outward	per Cent	Amount.	per Cent	Amount.	per Cent
St. John, - -	66,384	77,572	42·01	53,939	59,118	42·80	14,114	9,304	35·07	18,048	8,296	40·17	4,486 23	32·00	4,250 21	33·42
Rothsay, - -	17,523	15,394	9·60	17,250	14,781	12·12	597	275	1·30	558	205	1·16	437 49	3·12	494 24	3·89
Ossekeag, - -	7,131	8,436	4·54	5,484	6,397	4·51	1,438	614	3·07	557	743	1·98	657 23	4·69	676 66	5·32
Norton, - -	2,799	3,650	1·88	2,504	2,931	2·10	243	1,372	2·42	242	1,960	3·36	472 04	3·37	434 55	3·42
Apohaqui, -	3,155	4,320	2·18	2,723	3,187	2·24	521	1,287	2·71	459	1,627	3·18	438 05	3·13	465 67	3·66
Sussex, - -	17,581	11,283	8·42	5,664	5,669	4 29	4,535	1,895	9·63	1,732	2,146	5·91	1,536 70	10·96	1,302 18	10·24
Penobsquis, -	2,027	2,553	1·34	1,280	1,322	·98	366	266	·95	228	319	·84	333 90	2·38	324 98	2·56
Anagance, -	1,212	1,261	·72	965	761	·61	643	377	1·53	99	312	·63	445 28	3·18	414 78	3·26
Petitcodiac, -	2,008	1,951	1·16	1,568	1,526	1·18	339	1,355	2·54	399	1,545	2·97	422 08	3·01	428 92	3·37
Salisbury, - -	3,142	3,629	1·98	2,099	2,219	1·64	1,433	1,908	5·00	331	1,876	3·37	786 49	5·61	689 63	5·42
Moncton, - -	7,100	7,065	4·13	5,116	4,745	3·74	2,706	1,400	6·15	3,344	1,309	7·10	1,753 14	12·51	1,054 49	8·29
Shediac, - -	5,529	5,809	3·31	4,355	5,412	3·70	2,386	892	4·91	2,856	845	5·64	1,359 72	9·70	1,215 52	9·56
Point du Chene,	2,358	1,362	1·09	2,590	1,262	1·46	1,752	3,013	7·14	1,624	2,464	6·23	889 05	6·34	965 80	7·59
Flag Stations, -	33,342	27,006	17·64	26,457	22,764	18·63	2,313	9,428	17·58	2,311	9,141	17·46	....	..	....	..
Totals, -	171,291	171,291	100·00	132,094	132,094	100·00	33,386	33,386	100·00	32,788	32,788	100·00	$14,017 40	100 00	$12,717 63	100·00

In arriving at the traffic of Stations, each is entitled to the freight received and forwarded, as well as to the Passengers who have arrived and departed. Hence it will be found that the whole of the inward and outward Passengers and Freight are the same, each being equivalent to the business of the Road. The percentage is calculated upon the total of both.

The Locomotives ran 160,421 miles the past year, against 137,510 the previous one.

The Car mileage was 746,193, and the year before 952,820.

The total gross tons moved one mile by the Locomotives in 1861, was 11,208,687 and in 1862—9,093,854.

The Expenses, Receipts, and Net Revenue, comparatively for these two years, per mile run of the Engines, and per hundred tons hauled one mile by them, may be seen on reference to the following table:—

CLASSIFICATION.	Per mile run.		Per 100 Tons weight moved by Engines one mile.	
	1861.	1862.	1861.	1862.
Drivers, Firemen and Cleaners' Wages,	5·23 cts	4·82 cts	8·75 cts	8·5 cts
Firewood used by Locomotives, - -	6·45 "	5·6 "	10·8 "	9·87 "
Oil, Tallow and Waste, - - - -	1·28 "	·84 "	2·13 "	1·48 "
Repairs to Locomotives, - - -	4·82 "	5.12 "	8·06 "	9.04 "
Water, (including Pump & Tank Repairs,)	1·14 "	·83 "	1·9 "	1·47 "
Small Stores and Miscellaneous, - -	·51 "	·59 "	·84 "	1·04 "
Locomotive Power, - - - -	19·43 "	17·8 "	32·48 "	31·4 "
Merchandise and Passenger Cars, - -	10·01 "	9·83 "	16·75 "	16·46 "
Maintenance, - - - - -	10·38 "	14·29 "	17·37 "	25·22 "
General Charges, - - - -	10·44 "	13·20 "	17·48 "	23·28 "
Total Expenses, - - - - -	50·26 "	54·62 "	84·08 "	96·36 "
Total Receipts, - - - - -	69·69 "	67·09 "	116·58 "	118·36 "
Net Revenue, - - - - -	19·43 cts	12·47 cts	32·5 cts	22· cts

The average Engine performance may here be given :—

SPECIFICATION.	1861.	1862.
Miles to one hour in steam,	7·84	7·84
Cars to one mile run,	5·08	4·65
Cubic feet of Wood one mile run,	2·45	2·25
Pints Oil to one mile run,	·0664	·0549
Pounds Waste to one mile run,	·0142	·0128
Cubic feet per Hundred Tons per mile,	4·1125	3·9862
Pints Oil per Hundred Tons per mile,	·0111	·0096
Pounds Waste per Hundred tons per mile,	·0023	·0022

In arriving at the tonnage moved, an average of thirteen passengers, with their luggage has been taken to weigh one ton of 2000 lbs., being one passenger more than the number generally elsewhere estimated for this purpose.

The weight carried in the Mail and Express Car has been put down at 1000 lbs. for each of these cars, in the trains daily, and the material transported by the Gravel Engine, at the low estimate of 600 tons, one mile per day, for the time the Engines were so employed.

...tement may be esteemed correct, and as applied to the mileage, expenses and ...e of Locomotives, exhibits a very satisfactory result, as does the cost, per mile ... Cars, for their packing and repairs, and per 100 tons per mile moved by the ...gines, which is as follows :—

SPECIFICATION.	Per mile run of Cars.		Per 100 tons per mile moved by Engines.	
	1861.	1862.	1861.	1862.
Oil and Waste for Packing,	·1067	·1162	·9072	·9542
Repairs,	·625	·5121	5·3133	4·202
Both,	·7317	·6283	6·2205	5·1562

The comparative averages of each Engineer, shewing the Cars to one mile, and Wood, Oil and Waste, consumed per 100 miles run by the Locomotives driven by them respectively, have been printed and circulated monthly. Much good has been produced, and very material savings effected, by the adoption of this course.

Appended to this communication will be found:—

Synopsis of Stores, on hand at the respective Stations and Depots.

Descriptive statement of the principal Freight forwarded, from each Station, for the past two years.

Statement of Locomotives and other Rolling Stock on hand, with Mileage, as kept to date.

Statement embracing the Staff, as constituted at the close of the year.

The description of Freight referred to, is given as compiled from the returns made to this office by the several Station Agents. It is furnished under some disadvantages, but may, I think, be esteemed to be very generally correct, and will give an idea of the character of the Trade along the Line of Railway.

There have been no additions made to the Rolling Stock the past year.

The Engines and Cars have been well kept, and are, with few exceptions, in good order.

The Locomotives "Loostauk," No. 8, "Ossekeag," No. 9, and "Apohaqui," No. 10, have been fitted with Water Injectors and Blowers, and two others, the "Prince of Wales," No. 12, and "Prince Alfred," No. 14, have been furnished with Blowers alone.

The Locomotive Foreman says, "they are decided improvements," and recommends "that they be applied to the other Engines."

Seven of the Engines have been supplied with additional heavy check chains.

The "Prince of Wales" has been covered with hair felting, in addition to the wooden lagging, with the view to test the saving in fuel which it was thought would be effected thereby. Sufficient time has not as yet elapsed to speak certainly with regard to it.

Improvements have been made in the trucks of the "Petitcodiac" and "Ossekeag," which will facilitate the examination of the bearings, and the steam chests of the latter engine have been replaced by improved new ones.

A vertical Drill, an Hydraulic Wheel Press of large size, a sett of Taps and Dies, and some other Tools of minor character, have been added to those already in the Machine Shop.

When speaking of the difficulty occasioned at times by a "diversity of sizes and patterns of the same parts of different Engines," and of repairs generally, the Locomotive Foreman, Mr. Whitney, says:—

"In every instance where possible, without incurring too much expense, in making alterations, uniformity has been kept in view; though doubtless, in some cases, the present outlay has been made greater by this course, yet it is confidently expected to repay itself in the facility with which future repairs may be done.

"In some instances where renewals were required, such alterations as experience has suggested have been made, as will obviate the necessity of further renewals, which have been chiefly caused by the frequent repairs required."

It is assuredly the very best economy to do repairs thoroughly, and to have regard to uniformity in patterns and fittings for the Engines, as well as for the Rolling Stock generally.

The Cars are in good order; four of the First Class, three of the Second Class, the four Express, and fifteen Box Freight Cars, have been newly painted the past year, besides which, others of the Passenger Cars have been thoroughly cleaned and newly varnished. The whole of the First and Second Class, and two of the Express Cars, are now fitted with safety straps, whilst eleven First Class, the six Second Class, and two of the Express Cars, with forty Box, and fifty Platform Freight Cars, have had check chains affixed. Thirty-eight setts of which were furnished the past year, and the others previously, leaving eighty-one Cars still to be provided.

The Roadway, Fences, Buildings and Structures, are, with but few exceptions, in good order.

The cost of Maintenance the past year has been more than was anticipated, which may, however, be fully accounted for.

The extraordinary expense incurred in the months of January and February, for cutting out the line after two unusually severe storms, which were accompanied by sleet and rain, and subsequent hard frost, has been before alluded to. Of the amount there mentioned for cutting Ice and shoveling Snow, $3,484 68 is due to these events. There

has also been charged "Maintenance" $1,223 10 for making ditches, a first time, which, with some other items, might very properly have been charged to "Capital Account." The outlay was found necessary and will be justified by the decreased Maintenance hereafter.

There have been 856 sleepers, and 351 chairs replaced by new ones the past year, the former, for the most part, between Shediac and Moncton, and the latter West of Moncton; of the chairs 348 were cast, and 3 wrought iron. The Sleepers removed were chiefly Hemlock, and those substituted Pine and Tamarac. It is found that the Hemlock Sleepers last about seven years.

The Wooden Bridge at Scadouc River, near Rheuben's, has been replaced by a much superior one, at a cost of $884.02, and some other small Bridges on that district, as well as those at Jonathan's Creek and Otty's, have been repaired and strengthened at a small outlay of $407.57.

The Snow Ploughs have been thoroughly repaired, painted and varnished, and improvements made, to facilitate their being "backed out" of snow drifts. Improvements have also been made in the Flange Cleaners, and Ice Cutters have been provided for the Engines.

For some of these and other contrivances of a useful and economical character, I may say (without detriment to others who are also deserving) that we are indebted to the practical ingenuity of Mr. William Rainnie, whose prompt, faithful and intelligent attention to the duties of Trackmaster, has been very creditable to himself, and of much advantage to the Railway.

The Rules governing Signals to be carried for running extra Trains, were found to be quite insufficient, and accordingly after mature consideration, a system entirely different from any thing of the sort which I had seen, but yet very complete in itself, was substituted, and on the 1st January last put into operation. It is as follows :—

"A Red Flag carried upon the head of an Engine or Tail of the Train, by day, or "a Red Light by night, (in addition to the usual White Light upon the head of the "Engine, and Red Light upon the Tail of the Train), denotes that an Extra Engine "or Train is following, having the right of track over all other trains.

"A Red Signal, with a Green one carried in the manner above described, denotes "that an Extra Engine or Train, having right over all others, will come in an *opposite* "direction.

"White Signals, carried in like manner, denote that an Extra Train is *following*, "but will keep clear of all regular Trains.

"Green Signals, carried in the same way, denote that an Extra Train or Engine "will come in an *opposite* direction, but will keep clear of all regular trains."

The inauguration of this rule was accompanied by instructions and explanations to this effect :—

"Where practicable, written notice will also, at all times, be given of the passage of "an Extra Engine or Train, but where *signals* are used, or *other notice* given, *either* "must be deemed to be a sufficient notification.

"Station Agents will be on the alert for Red, or Red and Green Signals, and when "carried to their Station, and no further, any Engine or Train (except the one sig- "naled) being, or appearing there, must be notified of the character of the Signal "carried.

"The Conductor of any Train, carrying such Signals, is held responsible for inform- "ing any Engine or Train he may meet, beyond the point to which the Signal may "have been carried, of the character of the same, and where taken off.

"Red, or Red and Green Signals must only be carried by direct authority from the "Superintendent."

Thus far the change has worked very satisfactorily, and is a great improvement upon the old plan, which authorised the use of a Red Signal for all purposes, and was so apt to lock up regular trains unnecessarily.

A new system, invented and arranged by George Bailey, Esq., of Buffalo, New York, for checking Conductors' receipts, by means of Sales of Tickets on the Trains, has been introduced during the past season, and, whilst it is not an absolute bar to dishonesty, has proved to be a very great improvement in insuring an accurate return of receipts from Way Passengers, and in protecting the Conductors.

The system simply consists in having Tickets, with margin to correspond, bound in book form, consecutively numbered from 0 to 99 or to any extent, with the letter A, B, C, D, or E, on the Tickets, to designate the Conductor issuing them, and having the Stations and numbers thereof, and the words "good for this day and trip only," printed thereon. It only becomes necessary to have four books for each Conductor, two of different colors, for First and Second Class, on the outward, and two more, of different other colors, for the inward trip. The Conductors, being supplied each with a differently shaped punch, are furnished with these books in order as required, and their receipts taken.

Passengers from Flag or other Stations, without Tickets, on payment of their fares are supplied with these Tickets, in their order, from the Book, having the numbers of the Stations whence and whereto the fare is paid, (as well in the margin of the Book as in the Ticket,) carefully punched out. The Conductor entering the amount received for the same in the margin. This, on examination, must be found to be equivalent to the fare between the two Stations, the numbers of which have been punched; all errors are thus very easily detected.

There was but one accident connected with the movement of Trains the past year; that one, I regret to say, was of a very serious and fatal character, and took place at Rothsay, on the evening of the 24th February last.

It was caused by a Wood Train running into the rear of the regular down Passenger Train, whilst the latter was stopping at Rothsay Station for wood and water. The top of a Flat Car, to which was attached a Flanger, being in the rear of the last named Train, was precipitated into the First Class Passenger Car, instantly killing a Miss Wetmore and a Master George Younghusband, and more or less injuring for the time, six others.

The regular Train arrived at Rothsay one hour and forty-one minutes late, which was owing, principally, to a wheel of a Second Class Car having been broken that morning between Sl.diac and Moncton, causing this Train to reach the latter Station one hour and fifteen minutes late; although a portion of the time lost in this way was gained after leaving Moncton, it was again lost, to some extent, in consequence of the subsequent falling of snow, and of being obliged to take on a Snow Plough at Sussex. These causes, together with the unusually bad state of the rails, will account for this Train having left Ossekeag Station as late as 6.10 P. M., one hour and thirty minutes behind time.

The Lumber Train with one Engine attached, was then at Ossekeag, waiting the passage of both up and down Passenger Trains, and left there from twenty to twenty-five minutes after the latter, having received the assistance of the Engine "Samson," which, in consequence of the heavy wet snow which had fallen during the day, had been sent to assist the Evening up Train as far as Ossekeag, with instructions to remain there until directed how to proceed. Having subsequently instructed the Driver by Telegraph, to assist the regular down Train or the Wood Train to Town, if his services should be needed, and if not, to get signals carried and follow the Wood Train, I heard nothing more until made aware of the accident, which, as far as I can learn, took place at fifteen or twenty minutes after 7 o'clock, at which

time, and previously thereto, it was raining heavily, and the ice formed on the rails very rapidly, which no doubt materially affected the working of the Trains, and from all I have learned, it would appear that inability to stop the Wood Train, on the Grade, in consequence of the then slippery condition of the Rails, led to the accident.

Every precaution has been taken to guard against accidents of all kinds, and the rules governing the movement of Trains in such cases, are very plain and stringent; one of those, which apply to this case, is as follows :—

"In following an Engine or Train, they must *approach all Stations and enter all curves* upon the supposition that the preceding train *is delayed. This must not be neglected.*"

This rule, with others of an important character, designed to urge upon the several officers of the Railway the great importance of being *particularly careful and vigilant*, have been printed upon the back of the Time Tables, that they might thus be always brought more prominently before them, and render all persons connected in any way with the running of Trains ever apprehensive of danger, and their eyes open to the possibility of accident at every turn, and to make them feel, that for any want of proper care or attention to the regulations, in the performance of their important duties, by which life and property might be endangered, they would be held *personally accountable.*

I have continually endeavored to inculcate caution, and to imbue ALL with the serious nature and character of the responsibilities connected with their several situations, and I may further add, that the various officers charged with running these trains, have uniformly been found sober, careful, and attentive.

The Coroner's Inquest, called to inquire into the causes which had led to the death of Miss Wetmore and Master Younghusband, rendered a verdict of "Accidental death, caused by the Wood Train running into the Passenger Train."

This verdict was accompanied by the following recommendation :—

"We the Jury are of the unanimous opinion, on account of the peculiar situation of "the Rothsay Station, that the outside track should be the main track, and the inside "track should be the siding, and further that there should be Signals at a proper distance "from the Station, on account of the curve."

In explanation of the situation, I may say that Rothsay Station is situate near the foot of a grade of 45 feet per mile, for upwards of three miles, and that the Station is hidden from view, say half a mile East, by a large and abrupt point of rock, covered

with bushes. Having said this much, I may be permitted to remark, with reference to the Jury's recommendation, that as the signals spoken of would have to be attended by a laborer from the Station, the effect would be, in a great degree, to remove the responsibility from the Conductors and Engineers, and thus increase, rather than lessen, the liability to accident, and without attempting here to give reasons upon which my opinions are based, I do not think the recommendation with regard to the siding, could be adopted with advantage, or that any additional safety would be thus secured.

The Round Trip arrangement referred to in my last Report, has since been effected, and Tickets distributed for sale at Halifax, Windsor, Truro and Pictou, N. S., and Charlottetown, P. E. I., as well as at Shediac, Monoton, Sussex and St. John, on this Railway.

The rate was fixed at $13.00, and many persons in the different localities availed themselves of the privileges offered. The route was found to be a pleasant and agreeable one, and the advantages of the plan made manifest, but its development will not be very rapid until first class steam communication between Pictou, Charlotte Town and Shediac, such as will *induce* pleasure travelling, can be had.

There is good reason to suppose, that if a proper, well kept and efficiently managed steamer were put upon the Island route, with reasonably low Tariff, (and communication with the Harbour of St. John provided,) the trade and travelling would in a few years, so increase, as to render further anxiety, concerning good Boats, wholly unnecessary.

Prince Edward Island, in procuring a first class Steamer for this route, will reap the benefits which will assuredly be the result of such enterprise.

The Trade of the different Northern Ports of this Province, could, to a large extent, by means of a well adapted Steamer, properly managed and controlled, be brought over this Railway to, or through, St. John.

The importance of this Trade to St. John,— the facilities and encouragement which should be given Tourists and Excursionists, as well as those seeking retirement during the summer, to visit the various pleasant localities, everywhere to be found in the Northern Counties, as well as the requirements of the Railway, render the employment of some such well regulated means of communication, in that direction, very desirable.

Much inconvenience and delay have hitherto been experienced from the want of sufficient room at St. John to do even a limited freighting business, and it may not be improper for me to add, having in view the requirements of the traffic, that further facilities and additional accommodation should, as speedily as practicable, be afforded.

There is now, I am happy to say, reason to anticipate an increased revenue the present year.

I have the honor to be,

Sir,

Your obedient servant,

LEWIS CARVELL,

Gen'l. Superintendent.

APPENDIX.

SUPERINTENDENT'S REPORT.

SYNOPSIS OF STORES ON HAND, 31st October, 1862.

Track,	41 16		
Machine Shop,	17,804 99		
Repair Shop,	5,105 62		
Depot Stores,	8,560 57		
			31,512 34
St. John Station,	115 14		
Rothsay Station,	57 66		
Ossekeag Station,	88 48		
Norton Station,	66 46		
Apohaqui Station,	62 60		
Sussex Station,	204 48		
Penobequis Station,	56 12		
Anagance Station,	61 30		
Petitcodiac Station,	59 63		
Salisbury Station,	35 63		
Moncton Station,	77 95		
Shediac Station,	83 77		
Point du Chene Station,	73 64		
			1,093 16
Wood, per statement below,			18,391 79
Rails,	59,540 76		
Chairs,	4,383 26		
Sleepers,	2,785 15		66,709 17
Total,			$117,706 46

WOOD.

STATIONS.	CUBIC FEET.		
	SAWN.	UNSAWN.	TOTALS.
Saint John,	39,960	42,800	82,760
Rothsay,	18,862	15,168	34,030
Ossekeag,	2,290	79,400	81,690
Norton,	80	1,040	1,120
Apohaqui,	2,880	3,328	6,208
Sussex,	83,337	71,416	154,753
Penobequis,	1,490	—	1,490
Anagance,	41,450	88,520	129,970
Petitcodiac,	2,880	—	2,880
Salisbury,	56,086	26,320	82,406
Moncton,	65,254	96,816	162,070
Shediac,	89,135	64,000	153,135
Total,	*403,704	*488,808	*892,512

*Equal to 2,523 24 Cords Sawn; 3,055 8 Cords Unsawn; and in all 5,578 32 Cords.

DESCRIPTIVE STATEMENT OF PRINCIPAL FREIGHT FORWARDED.

1861.

FROM	LIVE STOCK.				PRODUCTS OF THE FORESTS.											
					SUPERFICIAL FEET.		TONS OF 40 CUBIC FEET.								CORDWOOD.	
	Horses.	Horned Cattle.	Sheep.	Calves.	Deals and Boards.	Logs.	Ship Timber.	Sq. Timber.	No. Masts and Spars.	No. Railway Sleepers.	Cords Tan Bark.	No. Treenails.	M. Shingles.	M. Laths and Clapboards.	Cars.	Cubic Feet.
St. John Station,	147	64	11	25	521,235		81	11		121	25	4,250	121	168		
Rothsay,	7	37	40	19		32,000	63			30					3	2,688
Ossekeag,	21	96	25	57			225	45			7		4		16	14,336
Norton,	10	88	599	54			684							1	47	42,112
Apohaqui,	9	78	526	124			513	9				3,000			39	34,944
Sussex,	127	318	1,060	124	6,100		531	22	15				76		4	3,584
Penobequis,	12	34	256	65	32,450		27					32,000				
Anagance,	7	20	152	9	99,780		99							22,007	4	3,584
Petitcodiac,	12	113	174	8	233,600	252,000	378	189	5	320						
Salisbury,	27	78	3		680,000	40,000	239	216	12	8,824			43			
Moncton,	112	1,014	627		14,000			9	57				22			
Shediac,	67	7	98		5,000		54						90	2		
Point du Chene,	69	13	22		72,000											
Flag Stations,	3	29	236	140	292,500		1,194		41	400	88	15,000	2		787	705,152
Total for 1861,	630	1,989	3,829	625	1,956,665	324,000	4,068	501	130	9,695	120	54,250	368	22,178	900	806,400

1862.

FROM	LIVE STOCK.				PRODUCTS OF THE FORESTS.											
					SUPERFICIAL FEET.		CUBIC FEET.								CORDWOOD.	
	Horses.	Horned Cattle.	Sheep.	Calves.	Deals and Boards.	Logs.	Ship Timber.	Sq. Timber.	No. Masts and Spars.	No. Railway Sleepers.	Cords Tan Bark.	No. Treenails.	M. Shingles.	M. Laths and Clapboards.	Cars.	Cubic Feet.
St. John Station,	87	46	10	2	410,025	333	18					1,000	64	76,068		
Rothsay,	1	5	30	24			54	9							3	4,480
Ossekeag,	18	122	260	37	19,250		36				14				52	46,592
Norton,	5	171	410				657								124	111,104
Apohaqui,	10	112	479	111	16,000	4,500	279		13		5	11,700	109		65	58,240
Sussex,	48	325	1,594	147	1,150		765				40		10		30	26,880
Penobequis,	3	63	326	108	40,000		45								4	3,584
Anagance,	4	31	129	5	85,950	5,000	117							1,400		
Petitcodiac,	16	54	134	6	154,450	185,000	150	2	40	360	123		427		13	11,648
Salisbury,	6	249	148	6	860,900	8,000	223	182	27		36		152		2	1,792
Moncton,	75	895	300	1	8,000								33			
Shediac,	32	17	240	2	9,300		81						76	2,500	9	8,064
Point du Chene,	21	4	171		45,000											
Flag Stations,	7	44	250	157	69,000	40,500	770		16		96	1,600	5		865	775,040
Total for 1862,	333	2,138	4,481	661	1,719,025	243,333	3,195	193	96	360	314	14,300	876	79,968	1,169	1,047,424

DESCRIPTIVE STATEMENT OF PRINCIPAL FREIGHT FORWARDED.—CONTINUED.

1861.

FROM.	MINERAL PRODUCTS.						AGRICULTURAL PRODUCTS.											
										BUSHELS.							
	Tons Coal.	Tons Manganese.	Tons Stone.	Hhds Lime.	No. Bricks.	Tons iron and Copper.	Bbls. Flour.	Bbls. Meal.	Flour, Oat, Rye, Corn & Buckwheat Meal, in lbs.	Oats.	Wheat.	Barley.	Potatoes.	Turnips.	Corn, peas and Beans	Butter and Cheese in lbs.	Tons Hay.
Saint John Station,	759		354	1,329	13,910	602	17,680	3,386	47,210	4,106	13	4	409	22	314	7,210	18
Rothsay,							4						20		190	868	
Ossekeag,						5	19	3	4,400	110	15		1,423			2,564	
Norton,				3		1	4		14,886	1,976		14	830	60	32	15,022	
Apohaqui,						2	3	1	111,315	6,043			1,151	6		39,263	
Sussex,	1	108				10	210	18	116,490	4,806	23	2	1,309	23	9	81,206	
Penobequis,			2				33	3	22,950	281	12	1	454		1	19,693	
Anagance,							4		31,074	38		20	318		2	14,874	
Petitcodiac,				13			16	2	33,767	618	2		504	5	2	32,179	
Salisbury,					4,700	2	28	2	1,850	18	2		77		1	9,840	
Moncton,	2			2	15,670		1,307	32	312	1,438	10	86	111			3,610	70
Shediac,	14			39	2	4	202	61	5,426	9,669	102	12	108			17,588	29
Point-du Chene,	664		184	6		26	267	479	234,660	52,932	29	9,378	1,690	2		10,444	7
Flag Stations,			28	112	8,525		4		25,960	818			1,346	36	4	10,659	
Total for 1861	1,440	108	568	1,504	42,807	652	19,781	3,987	650,300	82,853	208	9,517	9,750	154	555	265,020	124

1862.

FROM	MINERAL PRODUCTS.						AGRICULTURAL PRODUCTS											
										BUSHELS.								
	Tons Coal.	Tons Manganese.	Tons Stone.	Hhds. Lime.	No. Bricks.	Tons Iron and Copper.	Bbls. Flour	Bbls. Meal.	Flour, Oat, Rye, Corn & Buckwheat Meal, in lbs.	Oats.	Wheat.	Barley.	Potatoes.	Turnips.	Corn, peas and Beans	Butter and Cheese in lbs	Tons Hay.
Saint John Station,	1,384		4	1,176	22,826	589	16,305	2,115	66,726	1,545	120	115	190		326	3,331	9
Rothsay,			40				10	6	320	6	50		587		150	812	
Ossekeag,						½	16	7	4,650	251	1		1,641	5	5	4,173	
Norton,							2		36,870	3,290			1,275	2	2	14,196	
Apohaqui,				16			10		201,900	8,522		30	1,540	200	2	35,445	84
Sussex,		225					161	6	165,038	7,334	124	251	2,467			78,570	
Penobsquis,			720	1		1	12	4	26,370	1,112	2	5	490	1		22,411	
Anagance,						2½	7		36,660	208	9	34	719			7,381	
Petitcodiac,			40	9	33	¼	25		63,339	2,723	10	80	1,073	2	3	35,378	7
Salisbury,					200	3	10	7	2,051	610			164			15,204	
Moncton,			19	17	10,050	5¼	2,154	54	7,000	1,630			112			6,182	
Shediac,	9		109	15	500	34½	145	45	5,965	17,090	16	262	1,690	3		17,895	
Point du Chene,	531		50	1		34½	40	777	11,878	38,811	15	9,180	5,535	15		2,026	
Flag Stations,				53	2,600	14	6	1	65,980	1,884			170	25		11,635	45
Total for 1862,	1,924	225	982	1,288	36,209	684	18,903	3,022	694,747	85,016	347	9,957	17,653	253	488	254,639	145

DESCRIPTIVE STATEMENT OF PRINCIPAL FREIGHT FORWARDED.—CONTINUED

1861.

FROM	PRODUCTS OF FISHERIES.								PORK.		BEEF, &c.				
	FISH.														
	Barrels.	Dried in lbs.	Salmon, all kinds in lbs.	Brls. Oysters	Puns. Molasses.	Brls. Molasses.	Hhds. Sugar.	Barrels Sugar.	Salt, in barrels.	Fresh in Pounds.	Salt in barrels.	Fresh in Pounds	Hides and Skins in Pounds.	Pounds Leather.	Tons Merchandise of all kinds not enumerated.
Saint John Station,	1,254	173,220	82		720	158	62	349	357	4,319	72	20,601	114,446	56,820	2,399
Rothsay,	1	25										473	510		78
Ossokeag,	2	28						2		3,270		12,723	2,247	570	61
Norton,	11			1		1				18,399	1	49,798	5,497		23
Apohaqui,										90,273		66,006	13,667		41
Sussex,	19	3,476							9	260,111	2	56,269	18,381	2,275	338
Penobequis,	1	112								56,754		11,721	3,546	1,030	44
Anagance,	1									12,543		6,485	1,544	40	16
Petitcodiac,	1								4	17,872	1	37,148	7,614		24
Salisbury,	2			4	4			1	3	1,855	1	5,450	3,925	6,148	90
Moncton,	217	906		48	12	9		30	102	1,576		27,040	440	18,625	323
Shediac,	60	7,250	1,225	705					14	13,859	3	10,327		1,109	203
Point du Chene,	368	8,917	80,006	1,244					323	13,538	5	400	12,380	1,625	117
Flag Stations,	1									20,680		18,120	2,340	200	200
Total for 1861,	1,938	193,934	81,313	2,002	736	168	62	382	812	515,049	85	322,561	186,537	88,442	3,957

1862.

FROM	PRODUCTS OF FISHERIES.								PORK.		BEEF, &c.				
	FISH.		Salmon, all kinds in lbs.	Brls. Oysters	Puns. Molasses.	Brls. Molasses.	Hhds. Sugar.	Brls. Sugar.	Salt, in barrels.	Fresh, in Pounds.	Salt, in barrels.	Fresh, in Pounds.	Hides and Skins in Pounds.	Pounds Leather.	Tons Merchandise of all kinds not enumerated.
	Barrels.	Dried in lbs.													
Saint John Station,	1,336	246,505		2	584	577	61	279	704	3,220	32	22,948	91,251	43,833	1,924
Rothesay,						1			1	406		270	449		80
Oapekeag,	1	128						1		359		14,591	3,102	80	41
Norton,										22,205		51,306	6,910		31
Apohaqui,		330								76,016		79,865	19,120	40	58
Sussex,	15	50							6	252,992		78,919	25,210	320	143
Penobaquis,	3	224							34	56,392		24,485	5,675	380	26
Anagance,										18,766		11,593	1,971		12
Petitcodiac,	2					1		2	2	18,226		49,207	8,210		30
Salisbury,	1	100		2						1,550	1	5,175	3,245	7,405	25
Moncton,	164	400		3	8	12	1	6	5	2,020	1	8,917	2,200	50,755	351
Shediac,	3	4,245	475	942		5			114	10,503		13,158	591	2,585	81
Point du Chene,	539	16,316	91,090	1,464					86	675	10			2,170	429
Flag Stations,	3				1				1	30,075		22,095	3,705	50	48
Total for 1862,	2,067	268,298	91,565	2,413	593	596	62	288	953	493,405	44	382,529	170,939	107,618	3,279

STATEMENT OF LOCOMOTIVES.

No.	NAME.	BUILDERS.	RECEIVED ON LINE.	WEIGHT. LIGHT. Engine	Tender	Total.	EQUIPED. Engine	Tender	Total.	On Drivers.	Capacity of Tender in gals.	Cylinder. Diameter.	Stroke.	Connection.	Drivers. No.	Diameter.	No. Wheels. Truck.	Tender.	Miles Run this year.	Miles Run to date.
				lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.		in.	in.			ft.				
1	Hercules,* -	Boston L. Works,	June 1854	45,470	15,500	60,970	51,250	36,550	87,800	33,370	1846	17	20	Inside,	4	5	4	8	2,065	24,968
2	Samson,* -	do.	" "	45,500	15,500	61,000	51,000	36,500	87,500	33,250	1846	17	20	Do.	4	5	4	8	4,003	29,991
3	St. John,* -	Portland Co.	Dec. 1856	26,100	15,420	51,520	39,250	30,500	69,750	25,050	1908	12	20	Outside,	4	4½	4	8	3,945	42,191
4	Kennebecasis,	Boston L. Works,	Dec. 1857	31,950	10,700	42,650	35,470	20,730	56,200	35,470	1232	11½	20	Do.	4	4		4	5,297	38,493
5	Petitcodiac, -	do.	Jan. 1858	43,400	16,800	60,200	47,320	34,300	81,620	28,650	1689	14	22	Do.	4	5	4	8	8,455	78,966
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	6,248	47,741
7	Anagance, -	do.	June 1858	48,200	17,770	65,970	52,500	38,250	90,750	33,030	1861	15	22	Do.	4	5½	4	8	12,456	66,501
8	Locstauk, -	Flem'g & Humbert,	Aug. 1858	47,400	17,780	65,180	51,560	36,900	88,460	31,930	1632	14	22	Do.	4	5½	4	8	14,814	66,538
9	Onsekeag, -	do.	June 1859	50,650	18,920	69,570	56,030	38,100	94,130	34,550	1861	15	22	Do.	4	5½	4	8	17,848	77,910
10	Apohaqui, -	do.	Aug. 1859	50,500	19,000	69,500	55,400	36,200	91,600	32,900	1861	15	22	Do.	4	5½	4	8	18,115	61,647
11	Sussex, - -	Spring L. Works,	Oct. 1859	37,000	14,000	51,000	42,500	26,000	68,500	24,500	1807	15	22	Do.	4	5½	4	8	2,841	22,514
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	5½	4	8	14,535	44,502
13	Norton, - -	do.	Nov. 1860	50,856	18,810	69,666	56,530	40,100	96,630	34,250	1862	15	22	Do.	4	5¼	4	8	24,752	56,598
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	5¼	4	8	25,047	31,818
	* The Mileage of these Engines was not kept until April, 1858 ; the Total Mileage cannot therefore be given.																	TOTAL,	160,421	690,378

OTHER ROLLING STOCK.

Designation			Miles run this year.	Miles run to date.
A	12	First Class Passenger Cars, - - - - - - - - - - - - - - - - - -	132,620	490,915
B	6	Second Class do. do. - - - - - - - - - - - - - - - - - -	136,027	529,755
Ex.	4	Express Mails and Baggage Cars, - - - - - - - - - - - - - - - -	54,975	54,975
C	63	Box Freight Cars, -	244,714	708,349
D	105	Platform Cars, -	177,857	1,209,920
E	40	Four Wheel Ballast Cars, - - - - - - - - - - - - - - - - - -	—	631,043
		Total,	746,193	3,624,955
Pl.	4	Snow Ploughs, ran in 1862, 6,144 miles.		
—	19	Hand Cars.		

THE STAFF.

NAME.	OCCUPATION.	REMUNERATION.
Robert Marshall,	Accountant,	$600 per annum.
James E. Trites,	Operator and Clerk,	400 "
Howard D. McLeod,	Clerk,	500 "
Saint John Station.		
J. Henry Beek,	Station Agent,	$2 00 per day.
Alexander McNaughton,	Ticket Agent, &c.,	1 50 "
Samuel Watson,	Store Keeper,	1 30 "
H. B. Baldwin,	Entry Clerk,	1 25 "
James Coleman,	Receiving Clerk,	1 25 "
Alexander Brewster,	Switchman,	1 25 "
Thomas Pierce,	Watchman,	26 00 per month.
Owen Sullivan,	Labourer,	1 00 per day.
William Kelly,	do.	1 00 "
Thomas Haley,	do.	60 "
Rothsay Station.		
S. E. Davison,	Station Agent,	$240 per annum.
Michael Shea,	Woodman and Assistant,	90 cts. per day.
Ossekeag Station.		
George Flewwelling,	Station Agent and Operator,	$400 per annum.
Andrew Gibson,	Switchman,	1 per day.
Norton Station.		
Richard Davidson,	Station Agent and Operator,	$340 per annum.
Apohaqui Station.		
A. Johnson,	Station Agent,	$300 per annum.
Sussex Station.		
Caleb F. Olive,	Station Agent,	$500 per annum.
James Rainnie,	Operator,	60 "
John Lord,	Watchman,	26 per month.
Robert Anderson,	Switchman,	1 per day.

THE STAFF. — CONTINUED.

NAME.	OCCUPATION.	REMUNERATOIN.
Penobsquis Station.		
Oliver T. Stone, . .	Station Agent,	$240 per annum.
Anagance Station.		
Jacob Jodry, . . .	Station Agent and Operator,	$840 per annum.
Petitcodiac Station.		
Warren W. Price, . .	Station Agent,	$300 per annum.
Salisbury Station.		
John S. Trites, . . .	Station Agent,	$400 per annum.
Moncton Station.		
James Robertson, . .	Station Agent,	$480 per annum.
John Flooks, . . .	Switchman, &c.,	1 per day.
Shediac Station.		
I. Walter J. Henderson, .	Station Agent and Operator,	$400 per annum.
Bartholomew Cleveland, .	Switchman, &c.,	1 10 per day.
Point du Chene Station.		
Samuel McKean, . .	Station Agent,	$50 00 per month.
Alexander Davidson, . .	Switchman, &c.,	1 10 per day.
Richard Moore, . . .	Watchman,	26 00 per month.
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 " "
Alexander Patterson, . .	Baggage Master,	1 25 " "

* When either Conductor Bustin or Humbert are employed as Baggage Masters, they each receive $1.25 per day only.

THE STAFF. — CONTINUED.

NAME.		OCCUPATION.	REMUNERATION.
TRAINS.—CONTINUED.			
Nelson Cannon,		Baggage Master,	$1 25 per day.
George McKillegan,		do	1 25 " "
Robert Rainnie,		Brakeman,	1 25 " "
John Purvis.		do	1 25 " "
John McGinley,		do	1 25 " "
Andrew Rainnie,		do	1 25 " "
TRACK.			
William Rainnie,		Track Master,	$2 50 per day.
James Rafter,		Foreman,	1 40 "
	Four	Trackmen,	90 "
Michael Dwyer,		Foreman,	1 30 "
	Three	Trackmen,	90 "
Jesse Bennett,		Foreman,	1 30 "
	Three	Trackmen,	90 "
John McPherson,		Foreman,	1 30 "
	Three	Trackmen,	90 "
Richard Driver,		Foreman,	1 30 "
	Three	Trackmen,	90 "
Daniel McPherson,		Foreman,	1 30 "
	Three	Trackmen,	90 "
Thomas Sizer,		Foreman,	1 30 "
	Three	Trackmen,	90 "
William Smith,		Foreman,	1 30 "
	Two	Trackmen,	90 "
John Hewlett,		Foreman,	1 30 "
	Four	Trackmen,	90 "
William Stewart,		Foreman,	1 30 "
	Four	Trackmen,	90 "
William Stimson,		Foreman,	1 30 "
	Four	Trackmen,	90 "
James Ponton,		Foreman,	1 30 "
	Four	Trackmen,	90 "
Henry A. Whitney,		Locomotive Foreman,	$800 per annum.
John Hunter.		Car Foreman,	2 per day.
Robert M. Stevens,		Engine Driver,	60 per month.
William D. Aiken,		do	60 "
David A. Sinclair,		do	60 "
Joseph H. Moore,		do	60 "
Philip A. Logan,		do	40 "
John Stewart,		Fireman,	30 "

THE STAFF. — CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
William Ayers,	Fireman,	$30 00 per month.
Robert James,	do	30 00 "
Thomas Thorp,	do	30 00 "
James Watson,	do	26 00 "
John Benson,	Cleaner,	27 00 "
James McDermot,	do	27 00 "
John Jenner,	do	27 00 "
John Clayton,	do	27 00 "
Thomas Ford,	Watchman,	26 00 "
Christopher Gaynor,	do	26 00 "
Alexander Stronach,	Shop Foreman,	2 10 per day.
John Holland,	Turner,	1 90 "
Thomas Boardman,	Coppersmith,	1 80 "
Xenophon Cleveland,	Painter,	1 50 "
William Duncan,	Car Repairer,	1 25 "
John Knowles,	Car Cleaner,	1 00 "
Charles C. Kennedy,	Driver Stationary Engine,	12 00 per month.
George L. Smith,	Machinist,	1 25 per day.
John Hegarty,	do	1 25 "
James Sawyer,	do	1 66 "
J. B. Taylor,	do	1 60 "
George Wayne	do	1 00 "
Nelson Rand,	do	90 "
James Orr,	Carpenter,	1 25 "
Henry Hunter,	do	1 25 "
James Dawson,	do	1 25 "
John Sloan,	do	1 15 "
Adam Nix,	Blacksmith,	1 66 "
Patrick Mahan,	do	1 50 "
Henry Cochran,	do	1 25 "
Michael Hays,	Helper,	90 "
Henry Munsey,	do	90 "
James Wright,	Laborer,	1 00 "
James Milligan,	do	80 "
James Hilson,	do	90 "