

876

SECOND

ANNUAL REPORT

OF THE

South Eastern Railway Company,

FOR THE YEAR ENDING JUNE 30TH, 1882.

MONTREAL:

ROBERT MILLER, SON & CO.,

156 & 158 MCGILL STREET.

1882.

South eastern

SECOND

President and General Manager's Report.

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Practical and Applied Mathematics

ANNUAL REPORT

South Eastern Railway Company

ROBERT MULLER & CO

President and General Manager's Report.

SOUTH EASTERN RAILWAY COMPANY,

PRESIDENT AND GENERAL MANAGER'S OFFICE,

202 St. JAMES STREET,

MONTREAL, CANADA.

TO THE SHAREHOLDERS.

GENTLEMEN,

I herewith submit my report of the Operating of this Railway for the year ending June 30th, 1882, and corresponding year, ending June 30th, 1881.

Comparative Statement of Traffic returns for years 1880, 1881 and 1882, ending June 30th.

FROM	1882.	1881.	1880.	Increase over 1881.	Increase over 1880.
Passenger	177,091.28	129,146.47	100,011.64	47,944.81	77,079.64
Freight	279,408.74	215,939.81	131,573.48	63,468.93	147,835.26
Mails and Express....	17,937.05	10,932.69		7,004.36	
Sundries	11,115.64	6,050.27	12,441.37	5,065.37	16,611.32
Gross Earnings	485,552.71	362,069.24	244,026.49	123,483.47	241,526.22
Expenses	369,082.99	268,699.95	223,934.70	100,383.04	145,148.29
Net	116,469.72	93,369.29	20,091.79	23,100.43	96,377.93

INCREASE IN PERCENTAGES.

1882 over 1881.	34.11% gross Engs.	37.36% Exp's	8.02% net Engs.
1882 over 1880.	98.98% " "	64.81% " "	172.51% " "

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President and General Managers Report

Comparative Statement of Passenger Traffic for years 1881 and 1882, ending June 30th.

FROM	Year.	No. of Passengers.	No. of Passgrs. one mile.	Earnings.	Earnings one mile.
Local	1882.	206,870	4,576,465	105,783.22	2.31
"	1881.	143,026	2,639,839	70,350.83	2.66
Increase		63,844	1,936,606	35,432.39	
Decrease .....					.35
Through	1882.	33,395	2,634,210	71,308.06	2.71
"	1881.	24,596	2,324,961	58,795.64	2.53
Increase		8,799	309,249	12,512.42	.18
Decrease					
Total Increase ..		72,643	2,245,855	47,944.81	
" Decrease ..					.14

**Comparative Statement of Tonnage, Earnings and Earnings per
ton per mile, on Freight Traffic for years 1881 and
1882, ending June 30th.**

	Year.	Weight in pounds.	Tons one mile.	Earnings.	Earnings per ton one mile.
Between Local Stations	1882.	138,873,180	2,285,411	104,213.64	4.56
	1881.	76,859,464	1,601,509	68,027.50	4.25
From Local Stations to other roads	1882.	166,590,713	6,170,632	126,487.77	2.05
	1881.	147,355,696	5,230,019	112,473.37	2.15
From other roads to Local Stations	1882.	31,602,388	963,224	26,009.27	2.70
	1881.	19,897,368	536,033	17,786.50	3.32
Through Freight	1882.	45,054,924	1,877,157	22,697.74	1.21
	1881.	31,112,100	1,474,532	17,652.44	1.20
Total 1882		382,121,205	11,296,424	279,408.42	2.48
Total 1881		275,224,628	8,842,093	215,939.81	2.44
Increase		106,896,577	2,454,331	63,468.61	.04

Total Tons moved 1882 191,060 $\frac{602}{2000}$

Total Tons moved 1881 137,612 $\frac{814}{2000}$

Average rate per ton per mile 188202.48c.

Average rate per ton per mile 188102.44c.

Comparative Statement of Detailed Freight Earnings for years 1881 and 1882, ending June 30th.

FROM	1882.		1881.		INCREASE.		DECREASE.	
	WEIGHT.	AMOUNT.	WEIGHT.	AMOUNT.	WEIGHT.	AMOUNT.	WEIGHT.	AMOUNT.
Grain.....	25,366,205	\$11,446,06	9,930,727	6,409,63	15,435,478	\$ 5,037,33	.....	.....
Bark.....	67,904,188	47,585,30	44,444,601	36,634,68	23,449,827	10,800,62	.....	.....
Hay.....	57,970,398	52,280,19	72,803,869	54,380,90	.....	.....	14,339,491	\$2,091,71
Iron and Copper Ore.....	4,629,023	1,455,47	4,469,870	1,233,53	359,153	221,94	.....	.....
Pig Iron.....	3,306,000	934,67	3,644,590	2,531,33	.....	.....	.....	1,616,66
Lumber.....	56,039,070	26,717,14	58,142,347	32,283,23	.....	.....	.....	.....
Leather and Hides.....	4,681,015	6,189,20	4,948,433	6,591,73	.....	.....	.....	.....
Butter and Cheese.....	3,992,302	8,840,07	4,067,106	8,412,52	.....	427,55	.....	.....
Coal.....	4,592,018	1,831,35	1,594,730	839,02	3,090,288	992,33	.....	.....
Flour.....	7,244,934	4,631,72	6,219,492	5,135,45	1,025,442	.....	.....	.....
Live Stock.....	5,221,368	4,996,47	3,364,434	3,042,23	1,856,934	1,954,24	.....	.....
General Merchandise.....	132,005,286	108,632,70	61,403,872	58,132,75	70,601,414	50,499,95	.....	.....
Phosphate.....	1,302,170	706,56	431,700	241,58	.....	464,98	.....	.....
Sugar Beets.....	5,043,352	1,377,02	.....	.....	5,043,352	1,377,02	.....	.....
Sugar.....	278,546	314,64	.....	.....	226,469	103,41	.....	.....
Potatoes.....	2,766,070	1,560,28	46,077	181,23	2,766,070	1,560,28	.....	.....
1882.....	382,121,205	\$279,408,74	275,224,628	\$215,939,81	124,574,897	\$73,619,65	17,628,320	\$10,150,72
1881.....	275,224,628	215,939,81	.....	.....	17,628,320	10,150,72	.....	.....
Increase.....	106,896,577	63,468,93	.....	.....	106,896,577	63,468,93	.....	.....

*In Sundries in General Statement for 1881.

Statement of Earnings and Operating Expenses for year ending June 30th, 1882.

From Passenger	\$177,091.28		
“ Freight	279,408.74		
“ Mails	16,042.14		
“ Express	1,894.91		
“ Miscellaneous	2,371.41		
“ Freight Car Service	7,664.48		
“ Demurrage	1,079.75		
Total Earnings	485,552.71		
“ Operating Expenses	369,082.99		
Balance, showing Earnings over Operating Expenses	116,469.72		
EXPENSES.			
TRANSPORTATION.			
Wages, Agents and Clerks	\$24,577.58		
Conductors, Baggage-men & Brakemen, Passenger	8,993.72		
“ “ and Brakemen, Freight	13,016.86		
“ Engineers and Firemen, Passenger	12,214.10		
“ “ “ Freight	10,881.41		
Printing and Stationery	231.48		
Freight, Loss and Damage	21,042.13		
“ “ Bridge Charge	9,814.91		
“ “ Cartage	28,896.37		
“ “ Expense	479.80		
Telegraph Supplies	3,360.30		
Station Supplies	20,893.03		
Passenger Expense	994.17		
Advertising	47.46		
Pass. Car Hire	16,971.22		
“ “ Bridge Charge	841.50		
“ “ Transfer	10,759.78		
Line Expense	193,133.67		
MAINTENANCE WAY AND BUILDINGS.			
Repairs, Locomotives	13,975.01		
“ “ Freight Cars	14,014.90		
“ “ Passenger, Baggage and Mail Cars	8,947.40		
“ “ Water Works	3,008.43		
“ “ Fences	499.11		
“ “ Depots and Buildings	4,021.69		
“ “ Road Bed and Track	81,822.78		
“ “ Bridges	4,721.43		
Ship Expense	2,621.15		
	135,631.99		
GENERAL EXPENSE.			
Cattle Killed	83.00		
Rent Expense	5,223.67		
Legal	2,916.62		
Miscellaneous	514.56		
Salaries and Expenses, General Offices	39,687.64		
Taxes	1,891.93		
	40,317.42		
	369,082.99		

Statement of Engine Mileage for year ending June 30th, 1882.

DATE.	Passenger.	Freight.	Work Trains.	TOTAL.
July, 1881.	20,738	22,724	8,944	52,406
August,	21,276	19,274	9,781	50,331
September,	21,308	18,158	9,430	48,896
October,	21,080	21,490	10,303	52,873
November,	19,768	24,976	7,974	52,718
December,	20,639	24,046	9,967	54,652
January, 1882.	21,739	21,808	2,888	46,435
February,	18,489	20,712	2,145	41,346
March,	20,977	24,136	3,520	48,633
April,	20,528	22,795	7,559	50,882
May,	21,211	25,621	6,074	52,906
June,	24,503	24,865	11,617	60,985
Total,	252,256	270,605	90,202	613,063

COMPARATIVE STATEMENT WITH 1881.

	Passenger.	Freight.	Work.	Total.
1882.	252,256	270,605	90,202	613,063
1881.	215,789	211,523	87,526	514,838
Increase,	36,467	59,082	2,676	98,225

**Comparative Statement of Freight Car Mileage on South Eastern
Railway, years 1881 and 1882, ending June 30th.**

Month.	1882.			1881.		
	Foreign Cars.	So. E. Cars.	Total.	Foreign Cars.	So. E. Cars.	Total.
July.....	115,673	88,835	204,508	97,241	36,117	133,358
August....	86,564	80,454	167,018	103,156	31,933	135,089
September...	76,084	77,404	153,488	87,025	33,634	120,659
October....	80,321	80,752	161,073	67,140	44,993	112,133
November...	98,436	86,900	185,336	55,791	56,436	112,227
December...	105,773	90,891	197,664	68,665	54,122	122,787
January.....	89,178	63,391	152,569	71,985	58,769	130,754
February....	87,588	78,455	166,043	106,506	57,579	164,085
March.....	110,903	88,371	199,274	116,951	77,903	194,854
April.....	96,890	96,176	193,066	102,133	68,445	170,578
May.....	108,866	98,507	207,373	106,726	78,224	184,950
June.....	89,036	103,901	192,937	105,658	86,375	192,033
1882.....	1,146,312	1,034,037	2,180,349	1,088,977	684,530	1,773,507
1881.....	1,088,977	684,530	1,773,507			
Increase....	57,335	349,507	406,842			

**Comparative Statement of Passenger Car Mileage on South
Eastern Railway, for years 1881 and 1882,
ending June 30th.**

DATE.	1882.			1881.		
	Foreign Cars.	So. E. Cars.	Total.	Foreign Cars.	So. E. Cars.	Total.
July	30,918	48,894	79,812	154,074	143,357	297,431
August	26,626	52,616	79,242			
September ...	22,095	59,559	81,654			
October	27,960	36,566	64,526			
November ...	28,936	32,636	61,572			
December ...	24,720	35,394	60,114			
January	24,061	35,388	59,449	18,625	24,850	43,475
February	24,102	29,437	53,539	18,684	21,351	40,035
March	25,305	35,850	61,155	20,782	21,058	41,840
April	23,352	33,746	57,098	20,998	33,750	54,748
May	24,380	42,421	66,801	25,282	40,733	66,015
June	22,663	45,240	67,903	26,996	39,643	66,639
1882.	305,118	487,747	792,865	285,441	324,742	610,183
1881.	285,441	324,742	610,183			
Increase	19,677	163,005	182,682			

Statement of Fuel.

Wood on this Line and in sheds, July 1st, 1881.....	16,110	Cords
Purchased from July 1st, 1881, to July 1st, 1882.....	27,111	"
	<u>43,221</u>	"
On Line and in sheds, June 30th, 1882.....	17,353	"
Consumed during the year.....	25,868	"

And charged out as follows:—

Passenger Expense.....	5,834½	Cords
Freight ".....	10,742½	"
Station ".....	1,105	"
Work Trains ".....	8,186	"
	<u>25,868</u>	at \$2.50 per cord

THE EQUIPMENT OF THE ROAD NOW CONSISTS OF THE
FOLLOWING.

PASSENGER CARS.

14 First-class, Miller Platform, Westinghouse Brake.
1 Mail and Smoker, " "
2 Passenger and Baggage, " "
1 Baggage and Smoking, " "
2 Baggage, Mail and Express, " "
1 Baggage and Express, " "
2 First-class, Champlain Division.
2 Baggage and Smoking, Champlain Division.
8 Excursion Cars.
2 Drawing Room.
<u>35 Total.</u>

FREIGHT CARS.

29	Platform Cars, 28 feet long.	Journal Bearings, $3\frac{1}{2} \times 5\frac{3}{4}$.
19	" " 28 "	" " $3\frac{1}{2} \times 6$
100	" " 33 "	Wason " M. C. B.
200	" " 33 "	Ontario Car Co., Journal Bearings, M. C. B.

10 Short Platform, 4 wheels, (Champlain Division.)

9	Box Cars, 28 feet long,	Wason, $3\frac{1}{2} \times 5\frac{3}{4}$
4	" " 28 "	" $3\frac{1}{2} \times 6$
50	" " 32 $\frac{1}{2}$ "	" 6 feet $2\frac{1}{2}$ inches inside M. C. B.
100	" Hay " 32 $\frac{1}{2}$ "	" 6 " $9\frac{1}{2}$ " "
100	" " 33 "	" 6 " $9\frac{1}{2}$ " "
100	" Red Line 32 $\frac{1}{2}$ "	" 6 " $9\frac{1}{2}$ " "

4 Tiffany Refrigerators.

20 Stock Cars.

9 Freight Saloons.

754

TOTAL EQUIPMENT.

25 Locomotives.

358 Platform Freight Cars.

363 Box

4 Refrigerators

20 Stock

9 Saloon

35 Passenger and Mail Cars.

68 Section Hand Cars.

31 Section Push Cars.

4 Snow Plows.

REPORT OF ACCIDENTS TO PERSONS

FOR YEAR ENDING JUNE 30th, 1882.

July 4th, 1881.—Joseph Martin, while coupling cars at Sutton Flat, accidentally had his arm broken between the elbow and the shoulder.

July 23rd, 1881.—Ballast Train was approaching bridge, about half-mile north of Drummondville, when four children were seen walking on the bridge. Every possible effort was made to stop the train, but before reaching the end of the bridge, struck Mary Louisa Pilotte, a school-girl, killing her instantly. No Inquest held.

July 26th, 1881.—Making flying switch at Chambly Canton, J. S. Hardy was squeezed between the cars while trying to pull pin, not seriously.

August 13th, 1881.—Armidase Glode, Brakeman on Ballast Train, was on top of Cars, not on duty, when he was struck by overhead bridge between St. Guillaume and Cordon's Crossing, and killed. No Inquest held.

August 29th, 1881.—A man named L. Trudeau was run over and killed by the engine of No. 2 train, about a mile and a-half south of Longueuil Station. He was walking on the track ahead of the engine, and in the same direction; as soon as the Engineer saw him he signalled, and rang the bell, and endeavored to stop, but could not do so in time. It was afterwards ascertained that deceased was deaf. The coroner decided that no inquest was necessary.

November 12th, 1881.—Brakeman Parmelee, while coupling cars at Richford, got caught between Engine and car, and had shoulder hurt.

November 24th, 1881.—Train struck horse and wagon on first crossing south of Warden Station, injuring the occupant, P. Peter, somewhat, about the head and arms. The Engineer gave the crossing signals correctly, but on account of storm, could not see the horse and wagon until too near to stop.

December 16th, 1881.—Brakeman named Pierre Loiselle, in shunting at St. Lambert, went to pull pin from Engine, and fell between Engine and Cars. Injury, arm and leg broken.

December 27th, 1881.—About two miles north of St. Angele, No. 1 Express struck a hand car, on which were two Sectionmen, named Eugene Lemoine and Joseph Quintin, killing both of them. There was a dense fog at the time, which made it impossible for the Engineer to see but a short distance ahead. Coroner's Verdict, "Accidental Death."

March 21st, 1882.—When approaching the platform at Cordon Station, (St. Guillaume,) a man named Ovid Vanasse attempted to board the train while it was in motion, but fell between the Passenger and Baggage Cars, and was run over and killed almost instantly. Verdict, "Accidental Death."

IMPROVEMENTS.

During the year the 12 miles between Chambly and St. Brigide have been relaid with steel rails, and the entire Main Line between Newport, Longueuil and St. Lambert, is now steel. A large number of wooden culverts have been replaced with stone. A new bridge has been built over the Montreal River near Chambly, and the track is in first-class condition. New Stations are being built at Abercorn, Sutton Junction, Knowlton, Waterloo, Bedford and Marieville. The Lake Champlain and St. Lawrence Division has been greatly improved. A new Bridge has been built over the Yamaska River at St. Pie, and all the other bridges have been strengthened or renewed; the light iron is being replaced with steel, and the road bed widened and ballasted. This has become necessary owing to the increase of traffic originating on and passing over this division. The rails taken up are intended to be used in extending the road from St. Guillaume to Doucet's Landing, opposite Three-Rivers, and to Missisquoi Bay on Lake Champlain, as provided by the charter, and also, in laying the branches from Marieville to St. Cesaire, and from Drummondville to L'Avenir, both in course of construction, and will be completed this autumn. The erection of Work-shops and General Offices at West Farnham has been commenced and satisfactory progress made. Fifty acres of land have been donated to the Company by the Municipality for that purpose, and fifty acres more purchased by the Company, the whole being exempt from taxation for 20 years. The buildings will be of brick, on stone foundation, and first-class in every respect. West Farnham is very favorably located for the General Offices and Work-shops, the roads owned or operated by the Company diverging in five different directions from that point.

Three First-class Passenger Cars and one Baggage and Smoking Car, all of the latest and most approved design, paper wheels, Automatic Brake, &c., also, two new Freight Vans and two Standard Locomotives, have been added to the equipment of the road during the year.

BRADLEY BARLOW,

Prest. and Genl. Manager.