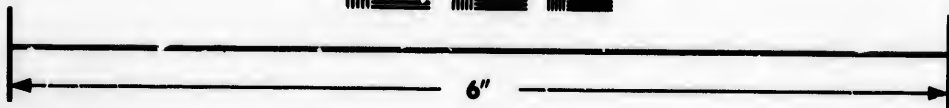
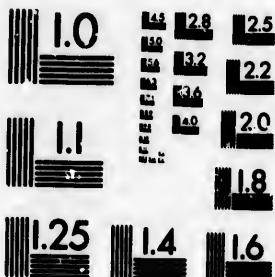


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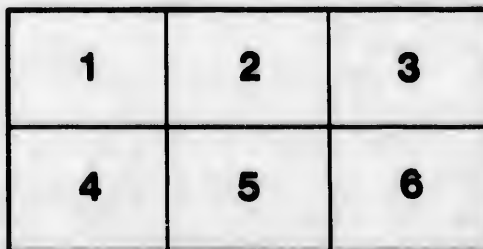
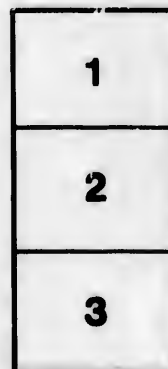
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REPORT 6

OF THE

RAILWAY COMMISSIONERS

OF THE

PROVINCE OF NEW BRUNSWICK

FOR THE YEAR

1859.

PRINTED BY ORDER OF HIS EXCELLENCY THE LIEUTENANT GOVERNOR

FOR THE USE OF

THE HON. THE LEGISLATIVE COUNCIL AND HOUSE OF ASSEMBLY



SAINT JOHN, N. B.
PRINTED BY BARNES AND COMPANY,
FRANCIS WILKINSON SQUARE

REPORT

OF THE

RAILWAY COMMISSIONERS

OF THE

PROVINCE OF NEW BRUNSWICK,

FOR THE YEAR

1859.



SAINT JOHN, N. B.
PRINTED BY BARNES AND COMPANY,
PRINCE WILLIAM STREET.
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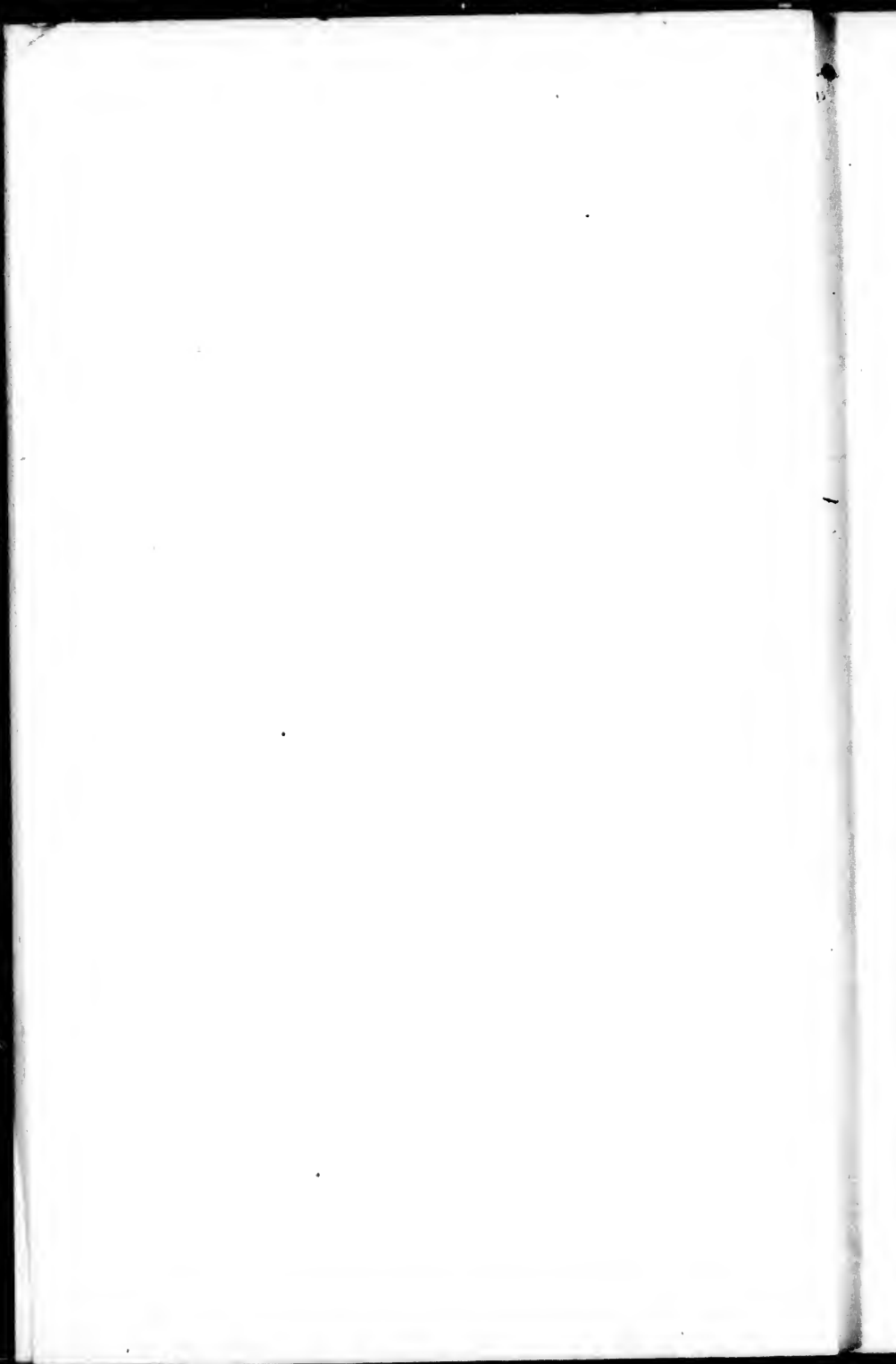
OFFICERS OF THE
European and North American
RAILWAY.

R. JARDINE, <i>Chairman,</i>	} Commissioners.
R. C. SCOVIL,	
GEO. THOMAS,	

R. W. CROOKSHANK, JR.
SECRETARY.

ALEX. L. LIGHT,
CHIEF ENGINEER.

L. CARVELL,
GEN'L. SUP'T.



REPORT.



Railway Commissioners' Office, }
St. John, 6th February, 1860. }

To the Hon.
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, 1859.

Quarterly Accounts of Expenditure, Liabilities, and Receipts, have been furnished to the Auditor-General; and an officer from that Department has Audited the Traffic Accounts and Books in this Office.

The following are Abstracts of Accounts and Balance Sheet for the year.

Dr. CAPITAL

Engineering Account,	per Abstract A.	£ 45055	10	0
Permanent Way,	" " B.	250627	13	0
Buildings,	" " C.	19628	7	9
Rolling Stock and Machinery,	" " D.	63213	18	9
Miscellaneous Stock,	" " E.	2157	6	5
General Expenses,	" " F.	10119	14	8
<hr/>				
£390,802 10 7				

CONTRACTORS' ACCOUNTS.

	Rails, Chairs, &c. &c.			
John Brookfield, Sec. 1, 2, 3, & 4, St. John,	£1722	1	2	£19634 13 5
Do. " 4, " "	547	3	6	15100 1 0
Walker & Co. " 5, " "	24141	2	10	59741 19 3
Do. " 6, " "				27302 19 8
Johnston & Blackie, Sec. 7, Hampton,	10618	12	7	38468 18 3
D. P. Myers, " 8, " "	9298	16	3	28482 12 3
Thomas King, " 9, Sussex,	12008	8	6	20753 15 10
Beckwith, Foster & Co. " 10, " "	170	16	5	6419 7 9
John Brookfield, " 10, " "	73	9	9	2817 18 8
Do. " 11, " "	80	0	0	5423 18 9
Do. " 12, " "	295	0	0	6757 16 1
D. P. Myers, " 13, " "	158	15	0	6021 4 8
William Stevens, " 14, " "	153	15	0	8416 11 6
W. H. T. Sumner, " 15, " "	167	7	0	7313 2 3
Beckwith, Foster & Co. " 16, " "	241	12	6	8701 17 6
Walker & Co. " 5, Salisbury,	3609	11	11	11565 0 4
A. M'Eann, " 5, " "	5001	12	10	16614 2 2
M'Bean & M'Donald, " 4, " "	7406	3	7	31624 14 11
Small & Crosby, Hammond River Viaduct,	6735	2	0	17097 9 0
H. B. Crosby, Engine House,				3709 19 0
Thomas King, Station, Sussex,				2941 0 0
M'Kay & Butcher, Station, Salisbury,	6	7	6	1443 14 2
H. B. Crosby, Car Shed, St. John,				261 10 0
Do. Wood Shed, " "				153 1 9
C. W. Allen, Freight Shed, " "				200 0 0
<hr/>				
£82430 18 4 346472 8 2				
<hr/>				
428,903 6 6				
<hr/>				
General Store Account,				£32329 5 2
C. W. Allen, Fencing,				87 9 3
Fleming & Humbert, Locomotives,				112 13 8
Fred. James, Car Builder,				129 4 6
Moreton & Earle, Fencing,				1610 13 2
John R. Marshall, Sundries,				35 13 7
George Craig, Frogs, &c.				65 0 0
Archibald Rowan, Sundries,				15 0 0
Moosehorn & Puseckeg Bridges,				255 0 0
<hr/>				
34,639 19 4				
<hr/>				
£364,345 10 5				

ACCOUNT.	Cr.
By amount advanced by Province Treasurer, . . .	£885,369 16 11
" Baring Brothers & Co., balance of Account, . . .	13,317 17 1
" A. Smithers & Co., New York, . . .	277 14 1
" John Ferris, Boston, . . .	44 12 7
" Holt, Gilson & Co., New York, . . .	71 12 6
" Bank of New Brunswick, overdrawn Account, . . .	38 11 8
" Balance carried to General Balance Sheet, . . .	5,225 11 7

10 7

6 6

9 19 4

5 16 5

£854,345 16 5

Dr. REVENUE

To Locomotive Power—Abstract G.				
	Saint John Division,	.	£3,586	3 3
	Shediac " .	.	963	15 2
			<hr/>	
			£4,549	18 5
" Merchandise and Passenger Cars—per Abstract H.				
	Saint John Division,	.	£1,150	19 11
	Shediac " .	.	731	7 1
			<hr/>	
			1,882	7 0
" Maintenance of Way and Buildings—per Abstract I.				
	Saint John Division,	.	£162	1 11
	Shediac " .	.	565	8 2
			<hr/>	
			727	10 1
" General Charges—per Abstract K.				
	Saint John Division,	.	£1,100	12 1
	Shediac " .	.	742	4 11
			<hr/>	
			1,842	17 0
" Balance carried to General Balance Sheet.		.	5,795	2 7
			<hr/>	
			£14,797	15 1
			<hr/>	

GENERAL

Capital Account,	.	.	.	.	.	£5,225	11 7
Stations,	"	.	.	.	.	£133	12 3
Westmorland Bank,	.	.	.	.	.	85	9 10
Cash,	.	.	.	.	.	350	8 11
						<hr/>	
						569	11 0
						<hr/>	
						£5,795	2 7
						<hr/>	

European & North American Railway, }
 31st October, 1859.

ACCOUNT.	CR.
By Passenger Traffic—	
Saint John Division,	£4,983 4 0
Shediac " "	821 0 8
	£5,804 4 8
" Freight Traffic--	
Saint John Division,	£1,607 13 6
Shediac " "	1,314 13 10
	2922 7 4
" Storage—	
St. John,	£5 13 0
Shediac,	53 12 0
	59 5 0
" Wharfage, Shediac,	
	13 1 0
" Locomotives and Cars—	
Saint John Division,	£5,629 17 1
Shediac " "	369 0 0
	5,998 17 1
	£14,795 15 1

BALANCE SHEET.

Revenue Account,	£5,795 2 7
	£5,795 2 7

Abstract A. ENGINEERING ACCOUNT.

PARTICULARS.	1856 to 1858.			1859.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.
Salaries and Office Expenses, . . .	14,900	16	4	6,492	10	11	21,393	7	3
Surveying, &c.,	11,835	10	0	159	1	11	11,994	11	11
Travelling and Incidental,	6,179	19	7	1,533	7	4	7,713	6	11
Instruments and Drawing Material, .	506	15	9	189	17	2	696	12	11
Inspectors,	1,613	17	6	1,226	5	5	2,840	2	11
Miscellaneous,	870	16	0	46	12	1	417	8	1
	£35,407	15	2	9,647	14	10	45,055	10	0

Abstract B. PERMANENT WAY.

PARTICULARS.	1856 to 1858.			1859.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.
Labor, by contract or otherwise, .	101,178	19	1	43,011	3	1	144,190	2	2
Rails, Chairs, Ties, Signals, &c., .	57,023	10	1	37	8	8	57,060	18	9
Land Damage,	19,331	17	9	10,416	1	6	29,747	19	3
Miscellaneous, (including fencing), .	16,352	10	7	3,276	2	3	19,628	12	10
	£193,886	17	6	56,740	15	6	250,627	13	0

Abstract C. BUILDINGS ACCOUNT.

PARTICULARS.	1856 to 1858.			1859.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.
Terminal Stations,	3,849	9	4	2	7	0	3,851	16	4
Stations,	4,006	16	2	710	7	4	4,717	3	6
Way Stations,	324	13	6				324	13	6
Wharves,	9,010	14	5	83	14	3	9,103	8	8
Miscellaneous,	674	0	0	967	5	9	1,631	5	9
	£17,874	13	5	1,753	14	4	19,628	7	9

Particulars of Additions, since 31st October, 1858.

Shediac Station Buildings,						£2	7	0	
Station Buildings Moneton,				£12	4	8			
Tank House "						3	8	9	
Freight House, Point DuCher,						208	4	3	
Kennebecasis Station House,						124	19	9	
Do. Freight Shed,						25	19	5	
Hampton " "						335	10	6	
							710	7	4
Shediac Wharf,						70	1	6	
Moneton "						13	12	9	
							83	14	3
Blacksmith Shop, St. John,						6	9	9	
Lockup House, Salisbury,						110	16	0	
House and Store, "						340	0	0	
Store-house, near St. John Station,						500	0	0	
							957	5	9
							£1,753	14	4

Abstract D.
ROLLING STOCK AND MACHINERY.

PARTICULARS.	1856 to 1858			1859.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.
Engines and Tenders,	18226	1	2	6828	6	6	25054	7	8
Spare Gear,	1412	3	8	1004	12	3	2416	15	11
Tools and Implements,	1653	7	9	418	15	3	2072	3	0
Snow Ploughe,	505	0	0	197	0	0	702	0	0
Stationary Engines,	570	13	0				570	13	0
Passenger Cars,	5547	3	10	4616	16	10	10164	0	8
Freight Cars,	3213	13	11				3213	13	11
Platform Cars,	4722	15	10	6858	11	4	11581	7	2
Ballast Cars,	6772	0	0	89	0	0	6861	0	0
Miscellaneous,	262	6	9	315	10	8	577	17	5
	42885	5	11	20328	12	10	63213	18	9

Abstract E.
MISCELLANEOUS STOCK.

PARTICULARS.	1856 to '58.			1859.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.
Furniture in General Offices,	966	6	6	43	16	8	1010	3	2
Furniture in Stations,	351	16	2	474	10	7	826	6	9
Horses and Carriages, &c., for Engineers and Police,	245	6	6	75	10	0	320	16	6
	1563	9	2	593	17	3	2157	6	5

Abstract F.
GENERAL EXPENSES.

PARTICULARS.	1856 to '58.			1859.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.
Salaries and Office Expenses, Books, Stationery, &c.,	2915	11	4	1866	6	4	4881	17	8
Insurance,	164	19	0	68	10	9	233	9	9
Interest and Commission,	292	8	2				292	8	2
Postages, Printing and Telegraph ex- penses,	632	11	1	507	6	5	1139	17	6
Police expenses,	1019	1	2	1196	12	4	2215	13	6
Miscellaneous, including travelling ex- penses,	826	17	6	529	10	7	1356	8	1
	6861	8	3	4168	6	5	16119	14	8

Abstract G.
LOCOMOTIVE POWER.

PARTICULARS.	ST. JOHN.		SHEDIAC.		TOTAL.	
	£	s. d.	£	s. d.	£	s. d.
Salaries and Wages connected with running the Locomotives,	1444	9 1	285	14 0	1730	3 1
Firewood,	980	7 10	353	19 0	1334	6 10
Oil, Tallow, and Waste,	272	18 11	111	15 4	384	14 3
Materials for repairing Engines & Tenders,	15	10 1	14	14 10	30	4 11
Wages " " " " "	129	14 1	31	5 1	160	19 2
Work not done by the Railway,	169	1 7	10	9 11	179	11 6
Repairs to Workshops, Tanks, Tools, &c.,			8	12 1	8	12 1
Water, (including wages of Puffers, &c.),	79	10 0	43	19 9	123	9 9
Small Stores,	67	2 11	7	12 10	74	15 9
Watchmen,	427	8 9	89	5 4	516	14 1
Miscellaneous,			6	7 0	6	7 0
	3586	3 3	963	15 2	4649	18 5

Abstract H.
MERCHANDIZE AND PASSENGER CARS.

PARTICULARS.	ST. JOHN.		SHEDIAC.		TOTAL.	
	£	s. d.	£	s. d.	£	s. d.
Wages to Conductors, Brakemen, Porters, and Laborers,	588	6 3	354	18 7	943	4 10
Oil, Tallow and Waste,	77	15 8	43	18 0	121	8 8
Materials for Repairing Cars,	2	11 6	66	9 9	69	1 3
Wages " " " " "	43	1 0	124	17 8	167	18 8
Work not done by the Railway,	295	4 8	4	19 6	300	4 2
Small Stores,	7	1 2	2	12 7	9	13 9
Wages to Switchmen,	120	1 3	119	13 6	239	14 9
Fuel,	5	18 2	6	1 3	11	19 5
Miscellaneous,	11	0 3	8	1 3	19	1 6
	1150	19 11	731	7 1	1882	7 0

Abstract I.
MAINTENANCE OF WAY BUILDINGS.

PARTICULARS.	ST. JOHN.		SHEDIAC.		TOTAL.	
	£	s. d.	£	s. d.	£	s. d.
Inspectors and Plate Layers, Wages, and Repairing Tools,	158	7 4	554	9 7	712	16 11
Rails, Chairs, Ties, Fittings, Sleepers, &c.,	18	7	1	17 2	2	15 9
Small Stores,	2	6 6	8	11 3	10	17 9
Repairs to Snow Ploughs,		9 6		10 2		19 8
	162	1 11	565	8 2	727	10 1

Abstract K.
GENERAL CHARGES.

TOTAL.	PARTICULARS.	ST. JOHN.		SHEDIAC.		TOTAL.	
		£	s. d.	£	s. d.	£	s. d.
	Salaries to Officers and Clerks,	721	9 9	493	5 10	1214	15 7
	Advertizing, Printing, Stationery & Books,	55	18 7	16	13 0	72	11 7
	Insurance,	158	7 6	129	9 11	287	17 5
	Damages to Men, Animals, Goods, &c.,	8	16 9	16	5 0	25	1 9
	Miscellaneous,	155	19 6	86	11 2	242	10 8
		1100	12 1	742	4 11	1842	17 0

*Expenditure on Account of Construction, from 1st November,
1858, to 31st October, 1859.*

	Amount received from Province Treasurer,	£317	500 0 0
	“ paid Messrs. Baring Brothers & Co., entered in } Railway Books in November 1858, }		251 16 9
	Balance due Messrs. Barings at date,	£13,317	17 1
	Do. “ A. Smithers & Co., New York,	277	14 1
	Do. “ John Ferris, Boston,	44	12 7
	Do. “ Holt, Gilson & Co., New York,	71	12 6
	Do. Bank of New Brunswick,	38	11 8
		13,750	7 11
	This sum, used in construction, being part of the balance of } Revenue, as shewn in Capital Account at date, }		5,225 11 7
		£336,727	16 3

DEDUCT—

	Balance due Messrs. Barings, per Account, } 31st October, 1858—(See Report, p. 7); }	£7,109	1 0
	Balance due Bank of N. Brunswick, 31st Oct. 1858,	216	16 9
	Revenue balance of same date,	£747	19 4
	Less amount due by Traffic Department, and Cash on hand at same date, } ----- }	601	18 9
		146	0 7
		7,471	18 4
	Total year's expenditure,	£329,255	17 11

	Amount of Expenditure as shewn at page 11 of Report, } 31st October, 1858, }	£525,089	18 6
	Amount of Expenditure this year, as per the above statement,	329,255	17 11
	Total Expenditure to date, per Capital Account,	£854,345	16 5

Annexed are—

- Report by the Chief Engineer.
- Report by the Superintendent.
- Statement of amounts paid for Land Damages.

Early in the year, the Commissioners asked the sanction of the Government to the expenditure, during the year, of a sum larger than authorized by law, with a view to having the whole Road opened in the Summer of 1860; and this having been granted, the amount in excess has been £89,255 17s. 11d. The Road will probably be ready for traffic about 1st July next.

On reference to the Report of the Chief Engineer, it will be observed that the cost of the road, when completed, will probably exceed his original estimate by about fifteen per cent.

Some of the causes which have led to this, were brought under your notice by the Commissioners in their supplementary Report of last year, at pages 5 to 7, and 27 to 33. The others are given at length by the Chief Engineer.

In last year's Report, it was stated that there is good reason to suppose that, "with the extension of the Railway, a more than corresponding increase in the profits may be expected, and the Commissioners feel satisfied that when Hampton and Sussex are reached, a considerable per centage on the cost of the road over working expenses will be realized."

The line was opened to Hampton on 10th June last, and the following statement shows the result.

TRAFFIC RECEIPTS AND EXPENSES.

From 1st June to 31st October, 1858.		From 1st June to 31st October, 1859.	
Receipts, . . .	£2003 12 9	Receipts, . . .	£5214 16 9
Expenses (approximate),	1336 4 0	Expenses (approximate),	2456 5 0
Profits, . . .	£667 8 9	Profits, . . .	£2758 11 9
£667 8s. 9d. is equal to 16s. 5d. per cent. on £81,000.		£2,758 11s. 9d. is equal to 26s. 8d. per cent. on £207,000.	

£6226 16s. 5d., the balance of revenue account on the Saint John Division from St. John to Kennebecasis from 1st November to 8th June, 9 miles, and from St. John to Hampton from 8th June to 1st November, 1859, 23 miles, is equal to 60s. 1d., or three per cent. on the cost of 23 miles of railway—say £207,000.

£5795 2s. 7d., the nett revenue, is equal to 30s. 8d. per cent. on the cost of 42 miles of railway, say £378,000: or—if nine miles of railway in five months, gave £667 8s. 9d., 23 miles in the same time, and in the same proportion, should give £1705 13s. 5d.

It has given £2758 11s. 9d.

The line was opened to Sussex on 10th November, a further distance of 21 miles; and up to this time there has been more than a proportionate increase of traffic.

The following are the gross receipts from traffic in November and December 1858 and 1859, and January 1859 and 1860:—

Saint John and Kennebecasis, 9 miles.—1858 and 1859.

CHARACTER.	Nov. 1858.	Dec. 1858.	Jan. 1859.	Totals.
Passengers,	£199 11 5	£120 15 0	£ 99 14 4	£420 0 9
Freight,	29 7 7	12 19 5	11 10 9	53 17 9
Total,	£228 19 0	£133 14 5	£111 5 1	£473 18 6

Saint John and Sussex, 41 miles.—1859 and 1860.

CHARACTER.	Nov. 1859.	Dec. 1859.	Jan. 1860.	Totals.
Passengers,	£968 5 4	£ 816 19 1	£570 15 10	£2,356 0 3
Freight,	567 4 9	503 9 7	371 9 3	1,442 3 7
Total,	£1535 10 1	£1320 8 8	£942 5 1	£3,798 3 10

All the Station buildings, Locomotives and Passenger Cars, have been kept insured against fire, and the premiums of insurance charged to traffic account.

In conformity with instructions from the Government, the Commissioners have taken Tenders for, and put under contract, two Bridges across the Kennebecasis River, at Norton and Millstream, to bring the more settled portions of King's County, North of the River, in connection with the Railway.

Respectfully submitted,

By Order of the Board,

R. JARDINE, Chairman.

CHIEF ENGINEER'S REPORT.

ROBERT JARDINE, EsQUIRE,

Chairman of the Board of Railway Commissioners.

SIR,—

I have the honor to submit the following Report upon the Works of the European and North American Railway, during the past year:—

At the date of my last Report, the whole of the line had been put under contract. The principal features and characteristics of the Road, both as regards location and construction, were described therein; and estimates of the probable cost of the different Divisions, Stations, and Rolling Stock, furnished. Tables also of the alignment and gradients had been carefully and minutely prepared. Those details will, in most cases, and the tables will altogether apply to this year; and I have deemed it unnecessary to enter into any further particulars, as it would be almost a recapitulation of what has been already done.

In my Report for 1858, at page 28, I stated that "the sums at which the unfinished Divisions had been taken by the several Contractors had been *assumed*, and, as usual in Railway estimates, fifteen per cent. on the whole then under construction had been added for contingencies." On referring to that Report, at pages 35 to 42, and pages 27 to 33 of the Supplementary Report, it will be observed that the first divisions of the work were let on an incomplete survey.

In consequence of this, and of the usual difficulty in ascertaining with precision the amount of work required to be done in constructing the Railway through a new country, and without surveys more accurate, than from various causes I had been enabled to make, it has been ascertained that the allowance for contingencies was too limited, and that the ultimate cost will probably exceed the estimate by about fifteen per cent. As the work is nearly finished, I have the means of knowing that this calculation is very nearly correct.

At all the lettings of these works, there was much competition; and the proposals were considerably under my estimate

of the value of the work. The lowest offers having in nearly all cases been accepted, several of the Contractors (as they allege) have lost money, and have preferred claims for extras and damages. I have felt it my duty to resist these claims, so far as they were not based, in my opinion, upon just grounds, having relation to the contract; and it has afforded me satisfaction, that in taking this stand, amidst the storm of obloquy to which I was exposed, I have been supported by the Commissioners and Government.

It is the rule, and not the exception, that there will be large claims for extra allowances on Railway Works, as they are let upon this Continent; for even where surveys are made in the most elaborate manner, unforeseen contingencies will always arise. I have no reason to believe that upon this Railway, they have been greater than usual.

All the claims that, in my view, had an equitable basis have been allowed and settled.

It may not be improper to state, that one of the causes of the difference between my original estimate and the probable cost of the Railway, was the incompleteness of the surveys, caused by the great difficulty in procuring an efficient staff at that time, as already stated in the Report of 1858, pages 37 and 38; and in the Supplementary Report, page 30 to 32.

Every country has its own peculiar difficulties in the way of Railway construction: no one can build in New Brunswick, or elsewhere, without adding to his former experience. The sudden alternations of climate from frost to thaws and heavy rains, is one of the peculiarities of the portion of this country through which the Railway is located.

I would not now think of putting a Road under "bulk sum" contract, or making an estimate of the quantities of work to be done, or the probable cost, until a sufficient portion of the summer season, with a full staff of competent Surveyors, had been occupied in perfecting the location, and a winter and spring devoted to observing the fall of rain and effect of freshets.

It would require all the information derived from these sources, to enable an Engineer to determine the requisite height of embankments, width of cuttings, and necessary quantities of culvert and bridge masonry, so as to render but few changes of plans necessary; and I would here state that no "bulk sum" contracts can be carried out satisfactorily, unless based on an accurate survey, and in full knowledge of all the work to be done.

It is however proper to say, that to have made such a full and elaborate survey, would on this line have postponed, to a much later period, the letting of the contracts and the operations of the Road.

As already stated, the probable cost of completing the Road will exceed my estimate of last year. In further explanation of this increase, I have to state that in the lettings generally (especially the more recent ones), the Commissioners required me to observe the strictest economy, and that in seeking to conform to their wishes, several of the grades were left quite up to the maximum allowed, which grades being for short distances only, would mar the equable working of the Railway in those parts; while, in some instances, grades were left above the maximum of other parts of the Road, and this, to some extent, would increase the expense of freightage upon it. When the remainder of the Road came to be located, it was found that the steep grades were all confined to a district of a few miles; and as those above the maximum elevation would tend to diminish the working properties of the Road throughout its whole extent, it was resolved to reduce these exceptional grades to a conformity with other parts of the Line.

Besides this, some of the masonry on the first divisions, was estimated and let for a quality, which, although it might have answered for the intended purpose, was below what a due regard to the safety and permanency of the Road was deemed to require.

Another deficiency was in the size of some of the Culverts and Bridges. The surveys were made in the Summer, and the Engineers in charge of surveying parties, although men of experience generally in such matters, were to a certain extent deceived with regard to the quantity of water passing in the time of floods. The freshets of last and the preceding year, have shewn it to be necessary to increase the water courses to a great extent. The country drained is larger than was supposed; besides, the whole line from Passekeag to Sussex runs along the foot of a range of Hills, from which the water comes with sudden flushes, and on this account requires frequent openings through the Road.

The line from Moncton to Salisbury, likewise crosses a range of table lands, intersected at intervals by ravines, some of which are from forty to sixty feet in depth, running at right angles to the general course of the line, extending back, and drawing the water from an extensive range of high lands. At the time of the Survey, these ravines had very little water in them. From

this cause, the quantity of masonry on this Division has been more than doubled, and was required to be of a much more expensive character than at first contemplated.

The original specification, in several places, simply requiring box culverts of from three to four feet span, which were found to be insufficient, and this kind of culvert being unsuitable for large sized openings, six feet *arches* had to be substituted in many places; thus requiring not only an increase in the quantity, but also involving the necessity of a more expensive description of masonry.

It would have been more satisfactory, had these facts been known at first; but the additions, which now come under the denomination of "extras," have not increased the *ultimate cost* of the Road beyond what the estimate would have shewn, if these contingencies had been added. If they had been taken into account at the time of the letting, they would have been provided for in the contract. They were, however, determined upon before the work had progressed so far as to involve loss; so that the expense of them is but little greater in the one case than in the other, as there has been little or no change of Line, and no work has been thrown away.

The advantages of these improvements are, that in the parts of the Road where the gradients have been reduced, the Passenger Trains will travel with less risk; the danger from collisions will be greatly lessened, the view being uninterrupted by intervening summits; a Freight Engine will carry over the whole Road a train increased by two additional cars, with but little increase of expense;* the Road will be perfectly safe from the action of floods; the permanency of the structures, and the security of life, will be greatly increased; and the masonry of all important structures is of that permanent description which will last without delapidation or failure.

It is true, these necessary changes were attended with a considerable outlay in the items of grading and masonry; but this work once done, will hereafter have but little contingent expense attending it, and the beneficial effects will last during the continuance of the road. On the other hand, if they had not been made, the heavier gradients would have governed the traffic during all future time. It is therefore believed that the expenditure is judicious.

* See Appendix A. at end of Report.

I will now review the progress and present condition of the work on the several Divisions, enumerating from Saint John.

During the past summer 34 miles of new Road have been added to those already in operation, making a total of 64 miles in working order, and 45 miles in course of construction, and still to be opened for purposes of traffic.

The Division from Kennebecasis to Hampton, also, that from Hampton to Sussex, have been successfully opened; the former on the 8th of June, and the latter on the 10th November last, making a total length of open Road from St. John, of 44 miles. This portion is in good order, when the newness and incompleteness of parts of it are taken into consideration.

SAINT JOHN DIVISION.

Saint John to Ossekeag Station.

That portion of this Division, from Saint John to Salmon Brook, has been treated of at large in the Report for 1858. It comprises Sections No's. 1, 2, 3, and 4, and was opened for Traffic in June 1858. It is entirely complete, and is of a superior character: the future cost of upholding will be very light. The embankment at Lawlor's Lake is permanent—the settlement being less than was originally anticipated.

On the portion formerly known as Lakefield Division, the Tracklaying and Masonry are completed, the Grading is nearly so; there remains a portion of the ballasting, some ripping of embankments on Section 6, and other minor work, to finish it. There has been a considerable quantity of work done during the past summer; and although the Road was opened in June, the daily Passenger Trains were so ordered as not to interfere, to any great extent, with the workmen and Ballast Trains.

Hammond River was first passed by a temporary trestle Bridge, erected at the expense of the Contractor. The Viaduct was finished in time for the opening in November last, and is now complete. The girders have been put together in a substantial and careful manner, and in conjunction with the Masonry, form a durable structure. Before being opened to the public, it was thoroughly tested.

HAMPTON DIVISION.

From Ossekeag to Sussex

Section 7, from Groom's Cove to Norton Ferry, is in good order. The tracklaying is finished, the masonry and grading nearly so; a portion of the ballasting and rip-rapping is still to be done.

The iron work for the Passekeag Bridge is now being erected.

Section 8, is in about the same state of forwardness. The superstructure for the Bridge over the Mooschorn has been erected, and properly tested; it is now passed over by the Trains.

On Section 9, the grading has been sufficiently completed to admit of the Track being permanently laid; but the embankments in several places will require widening to complete them. The Track is in pretty good order, considering that but a portion of ballast has been laid on. Two out of three Bridges are still to be built; the Contractor has, however, erected substantial temporary structures, at his own expense, by the aid of which the Line was safely opened in November.

He is delivering stone this winter, preparatory to commencing the erection of the permanent structures in the ensuing spring, which can be done without interfering with the Traffic.

SUSSEX DIVISION.

From Sussex to Head of Peticodiac.

Section 10, was let October 8, 1858, to Messrs. Beckwith and Foster, but as the work did not progress in a satisfactory manner, it was in September last taken out of their hands, and re-let to Mr. Brookfield, who was the next lowest bidder. The latter has endeavoured to make up for the time that was previously lost, by pushing the work as fast as the season would permit.

On this Section are two of the most important Bridges upon the Division. Trout Creek Viaduct of three spans of 80 feet, and Salmon River of two spans of 100 feet each. The former had been originally designed for two spans, but it was found that there was not sufficient water-way for the periodical freshets in that stream, and another span and three feet of

height, were accordingly added. The abutments and piers are completed, with the exception of the extra three feet, and are in readiness for the girders. The masonry is of the best description—no better exists on the Line.

At Salmon River, the works had been so delayed, that it is very questionable whether any reasonable exertion will succeed in completing the Viaduct, in time for the general opening of the Road next summer; but, by resorting to the construction of a temporary Bridge—the material for which may be delivered at a small expense this winter—the opening need not, on this account, be delayed.

Sections 11. and 12. are nearly completed, and in readiness for the Rails, with the exception of a portion of the grading on the former Section, where the Line passes over the intervalle of the Salmon River. This gap was caused by a scarcity of earth at this point, which prevented the embankment from being completed. The opening of the Line to Sussex, has enabled the Contractor to deliver Rails from Saint John, which have been laid down; the requisite amount of earth to complete the embankments, will be hauled early in the ensuing spring.

On Section 13. the grading is nearly finished, but cannot be properly formed until the opening of the spring; this will prevent the sleepers from being distributed in a proper manner this winter. A considerable portion of the culvert masonry is still to do upon this Section.

Section 14.—All the grading and masonry have been completed, and thoroughly dressed and finished, with the exception of a small portion at the western end of the Section. A part of the Track has been already laid, and all the sleepers have been delivered and distributed.

Section 15. is in about the same state of forwardness as Section 13. Some of the grading and masonry is not yet completed, and the formation cannot be dressed off until the frost comes out in the spring. This will also delay the distribution of sleepers and iron, and the laying of the Track.

MONCTON AND SALISBURY DIVISION.

Head of Peticodiac to Moncton.

Section 16.—The grading and masonry are considerably advanced upon this Section, except upon the heavy embankment near the eastern end; the latter point, however, is the

key of the work, and has been neglected by the Contractors. The masonry of the Peticodiac Bridge is nearly completed, and is of a superior description.

Section 5, Salisbury, was let in December, 1857, to Messrs. Walker & Co; but in December of the following year, it became evident that the work was not progressing in such a manner, as to ensure its completion within any reasonable period.

The works were taken out of their hands in January, 1859, and re-let to Mr. McBean, the Contractor for the contiguous Section, who has since done all in his power to forward the work. The dilatoriness of the former Contractors, in not finishing the culvert masonry in time to receive the heavy embankments—as already stated in Supplementary Report of last year, pages 47 to 49—has caused so great a delay, that no subsequent amount of energy would permit this Section being opened for traffic by the time specified—viz., the 1st November last.

The whole of the masonry, by dint of great exertion, has been completed during the past summer, and the grading will be finished early enough in the spring to enable the Track to be laid, for the final opening, without being entirely ballasted.

Section 4, Moncton, was let in December, 1857, to Messrs. McDonald and McBean. Subsequently to the letting, it was deemed advisable to make some changes in the gradients, which have been already enlarged upon, in a former part of this Report. The principal grade was marked upon the contract profile as "50 feet per mile;" but as it had been decided that 45 feet per mile should be the maximum grade on the Line, in every other instance, it was determined that there should not be an exception in this case. This decision necessarily increased to a considerable extent the quantities of earthwork; and in order to expedite the latter, the Contractors were put to considerable expense in purchasing a Steam Excavator, to push these heavy points. The masonry, which comprises several large Arch Culverts, under deep embankments, was completed early last summer, and there is now no reason to doubt that the grading will be sufficiently advanced by the opening of spring, to permit of a continuous Track being laid over the whole Section. This work has been conducted solely by Mr. McBean, who purchased the interest of his partner, Mr. McDonald.

The plate laying and ballasting from Sussex to head of Peticodiac, was let in October last to Mr. William Stevens, his

being the lowest tender for this work. The Contractor has found a superior ballast pit off the line near Section 11, and is about opening it, which will much facilitate the completion of this part of the work. He is likewise energetically delivering sleepers and iron, from Moncton and Sussex, simultaneously, and distributing them over all the Sections that are ready for their reception.

MONCTON AND SHEDIAC DIVISION.

This Division is in about the same condition as it was at the date of my last Report, to which I beg to refer. (See page 30—Report 1858.

STATIONS.

ST. JOHN.—The contract for the grading and preparing the depôt grounds has been approximately completed, within the amount stated in the last Report; and it may not be out of place to mention, that these grounds thus far have been found very convenient, and are probably all that will be required for the purpose of the traffic for many years to come, whilst their central position renders them very accessible.

The Passenger Station Building was opened to the public early last Spring. Hitherto its dimensions have been found ample for all present purposes. The grounds in the immediate vicinity have been levelled, and laid out subsequently in such manner as to afford all necessary access to, and egress from, the premises.

The Engine House is now completed; it is well adapted for the purposes required. It is a substantial building of brick, one hundred and seventy feet in diameter, with pile foundations and granite basement, containing accommodations for eighteen locomotives, and combining, at a reasonable expense, the largest amount of interior capacity with good architectural effect.

The Car House, also, which is of wood, and arranged to hold eighteen Passenger Cars, was finished during the past year.

A Wood Shed, and supplementary building for the Cars at the Mill Pond, also a Freight Shed, have been erected. The latter will answer all the purposes of traffic, until an increase of freight will warrant the expense of erecting a permanent building. Besides this, it will require some experience of the nature and extent of the traffic, to determine upon a suitable building for the purpose.

All the Stations mentioned in the last Report, as Class No. 2, comprising those at Kennebecasis, Ossekeag, Salisbury, Moncton, and Shediac, have been completed. The Sussex Station,

with Freight House, Engine House, Tank, Wood Shed, and Turntable, is now nearly finished.

The Class No. 3 Stations—namely, Norton, Apohaqui, Penobscuis, Anagance, and Peticodiac, are now under contract. In designing the plan of these structures, the main building has been made to answer for the accommodation of Freight and Passengers, a convenient and economical arrangement.

The Engineering Staff has not been increased in number since the date of my last Report; but, since the opening of the Line to Sussex, many changes have been made, whereby it has been materially reduced. The bulk of the grading being nearly finished, and only a portion of the work, including iron and other bridging, Stations, and mechanical work in general, remaining to be done, it became my duty, in concurrence with the Commissioners, to dispense with four of the principal assistants, as well as two of the draughtsmen.

In the spring, further reductions will be made.

Provided the balance of iron required for the Track, arrives in safety from England, and no unforeseen contingencies arise, the present condition and progress of the works are such, as to warrant me in assuring the Commissioners that there will be no difficulty in opening in July next, for traffic, the whole Line from Saint John to Shediac. This affords me the more satisfaction, as the time stated in my last Report will not be exceeded.

In conclusion, it is a matter of congratulation that no failure has taken place upon any of the completed structures; and although the freshets of the past spring and autumn were unusually severe, nothing worthy of mention has occurred. The embankments, where complete, stand well; the masonry is good, and the iron rails and fastenings, as well as the bridge superstructures, are all that can be desired.

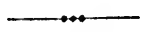
The perfection of the alignment and gradients, and the solidity of the Road, may be judged by the fact, that since the opening of the several divisions for traffic, covering a period of nearly three years, not an accident has occurred, attributable to defects in the work, by which injury has been done to persons or property.

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

ALEX. L. LIGHT.

Saint John, 6th February, 1860.

APPENDIX A.



The difference in effect upon freightage, between a grade of 50 feet per mile, and one of 45 feet per mile, is shewn by the following calculation :—

DATA.—Weight of engine,=30 tons.
 Weight of tender,=15 tons.
 Insistent weight on drivers,.....=40,000 lbs.
 Adhesion, one-eighth,.....= 5,000 lbs.,
 equal to the tractile power of engine.
 Traction per ton of gross load,.....= 8½ lbs.

$\frac{5000}{8.5} - 15 = 573$ tons, the gross load upon a level, exclusive of engine and tender.

The load that can be taken up an ascent,—

Of 45 feet per mile, $\frac{573 - (67.5 + 33.75)}{3.25} = 145$ tons.

Of 50 feet per mile, $\frac{573 - (75 + 37.5)}{3.5} = 131.5$ "

Difference in load, = 13.5 tons.

To

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SUPERINTENDENT'S REPORT.

Gen'l Supt's Office,

Saint John, N. B., 21st December, 1859.

To ROBERT JARDINE, Esquire,

Chairman of the Railway Board.

SIR,—

I beg leave to submit, for consideration of the Board of Commissioners, the following Report upon the transactions of this division of the Railway Service for the past year.

The Accounts and Statements now presented, date from 1st November, 1858, to 31st October, 1859, and embrace the following, viz. :

First—Revenue Account.

Second—Abstracts of Expenditure.

Third—Monthly Statement of Traffic Receipts.

Fourth—Statement of Wharfage and Storage.

Fifth—Abstract of Engine Returns.

Sixth—Monthly Statement of Passengers.

Seventh—Comparative Statement of Traffic
Receipts for 1858 and 1859.

REVENUE.

Cr.

Dr.

PARTICULARS.	Ab- stract	SHEDIAE.	ST. JOHN.	PARTICULARS.	Ab- stract	SHEDIAE.	Ab- stract	ST. JOHN.
To Locomotive Power, . . .	A.	£963 15 2	£3,586 3 3	By Passenger Traffic, . .	E.	£ 821 0 8	F.	£4,983 4 0
" Merchandise, Pass. Cars, . .	B.	731 7 1	1,150 19 11	" Freight Traffic, . . .	E.	1,314 13 10	F.	1,607 13 6
" Maintenance of Way and } Buildings, }	C.	565 8 2	162 1 11	" Wainfage,	G.	13 1 0	G.	0 0 0
" General Charges,	D.	742 4 11	1,100 12 1	" Storage,	G.	53 12 0	G.	5 13 0
" Balance, gain this Year, . . .		0 0 0	6,226 10 5	" Locomotives & Cars, " Balance, loss this Year	—	369 0 0	—	5,629 17 1
		£3,002 15 4	£12,226 7 7		—	431 7 10	—	0 0 0
						£3,002 15 4		£12,226 7 7

BALANCE.

Cr.

Dr.

To Balance, Shediae and Moncton Division,	£ 431 7 10	By Balance, Saint John Division,	£6,226 10 5
Nett Revenue,	5,795 2 7		
	£6,226 10 5		£6,226 10 5

Abstract A.

LOCOMOTIVE POWER.

PARTICULARS.	SHEDIAC.		ST. JOHN.	
	£	s. d.	£	s. d.
Salaries and Wages connected with running the Locomotives,	285	14 0	1444	9 1
Firewood,	353	19 0	980	7 10
Oil, Tallow, and Waste,	111	15 4	272	18 11
Materials for repairing Engines and Tenders,	14	14 10	15	10 1
Wages for repairing Engines and Tenders,	31	5 1	129	14 1
Work not done by the Railway,	10	9 11	169	1 7
Repairs to Workshops, Tanks, Tools, &c.,	8	12 1		
Water,	43	13 9	79	10 0
Small Stores,	7	12 10	67	2 11
Watchmen,	89	5 4	427	8 9
Miscellaneous,	6	7 0		
	963	15 2	3586	8 3

Abstract B.

MERCHANDIZE AND PASSENGER CARS.

PARTICULARS.	SHEDIAC.		ST. JOHN.	
	£	s. d.	£	s. d.
Wages to Conductors, Brakemen, Porters, and Laborers,	354	18 7	588	6 3
Oil, Tallow and Waste,	43	13 0	77	15 8
Materials for Repairing Cars,	66	9 9	2	11 6
Wages for Repairing Cars,	124	17 8	43	1 0
Work not done by the Railway,	4	19 6	295	4 8
Small Stores,	2	12 7	7	1 2
Wages to Switchmen,	119	13 6	120	1 3
Fuel,	6	1 3	5	18 2
Miscellaneous,	8	1 3	11	0 3
	731	7 1	1150	19 11

Abstract C.

MAINTENANCE OF WAY AND BUILDINGS.

PARTICULARS.	SHEDIAC.			ST. JOHN.		
	£	s.	d.	£	s.	d.
Inspectors, Plate Layers, Laborers' Wages, and Re- pairing Tools,	554	9	7	168	7	4
Rails, Chairs, Ties, Fittings, Sleepers, &c.,	1	17	2		18	7
Small Stores,	8	11	3	2	6	6
Repairs to Snow Ploughs,		10	2		9	6
	<u>565</u>	<u>8</u>	<u>2</u>	<u>162</u>	<u>1</u>	<u>11</u>

Abstract D.

GENERAL CHARGES.

PARTICULARS.	SHEDIAC.			ST. JOHN.		
	£	s.	d.	£	s.	d.
Salaries to Officers and Clerks,	493	5	10	721	9	9
Advertisizing, Printing, Stationery and Books,	16	13	0	55	18	7
Insurance,	129	9	11	158	7	6
Damages to Animals, Goods, &c.,	16	5	0	8	16	9
Miscellaneous,	86	11	2	165	19	6
	<u>742</u>	<u>4</u>	<u>11</u>	<u>1100</u>	<u>12</u>	<u>1</u>

E.
Statement showing the Monthly Receipts at the respective Stations, and in the Cars, for Passengers and Freight, on the Shediac and Moncton Division, for the Year ending 31st Oct., 1859.

PASSENGERS.

	November		December		January		February		March		April		May		June		July		August		September		October		Aggregate	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Moncton Station,	81	10 7½	9	16 0	..	..	..	..	..	..	17	16 1½	35	4 7½	43	10 9	51	16 0	54	11 5½	52	9 6	40	13 1½	885	70 6
Shediac "	46	6 4½	13	15 3	..	..	..	..	..	..	18	13 6	33	15 5½	50	14 1½	61	13 9	51	11 9	50	14 1½	45	0 0	374	12 6
Pt. DuChene "	8	12 10½	..	16 0	..	..	..	..	..	..	2	6 0½	3	8 1½	16	2 6	3	9 0	11	5 4½	13	1 6	2	1 4½	50	9 6
Conductors, .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	7 6	3	9 0	5	5 4½	3	1 4½	..	..	27	8 2
Totals,	81	15 10½	24	7 8	..	..	..	..	..	..	39	15 6	81	8 5½	113	2 1½	133	9 6½	125	9 4	120	0 4	97	8 0	821	0 8

FREIGHT.

	November		December		January		February		March		April		May		June		July		August		September		October		Aggregate	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Moncton Station,	160	13 9½	17	2 6	..	..	..	..	..	..	81	14 1½	62	7 8	61	14 5½	69	3 10½	83	4 1½	47	0 8	17	6 8	657	6 9
Shediac "	69	12 6½	9	6 4½	..	..	..	..	..	..	55	7 2½	37	5 1½	23	19 2	20	3 6½	57	8 0	43	1 2	183	19 6	825	8 4
Pt. DuChene "	..	..	..	..	..	..	..	..	..	..	..	..	18	14 3	82	7 4½	42	16 0½	30	16 8	33	13 4	38	10 2	821	18 9
Totals,	229	17 8	26	15 6½	..	..	..	..	..	..	87	2 2	116	7 0½	157	1 0	132	2 1½	176	10 4½	106	6 9	213	10 4	1314	13 10

JOHN.
 s. d.
 7 4
 18 7
 6 6
 9 6
 2 1 11

JOHN.
 s. d.
 1 9 9
 5 18 7
 8 7 6
 8 16 9
 5 19 6
 0 12 1

F.

Statement showing the Monthly Receipts at the respective Stations, and in the Cars, for Passengers and Freight, on the Saint John Division, for the Year ending 31st October, 1859.

PASSENGERS.

	November	December	January	February	March	April	May	June	July	August	September	October	Aggregate.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
St. John Station,	99 16 11	62 7 1	57 17 11	51 16 11	90 13 7 ¹ / ₂	113 3 9	136 5 3	339 4 7	530 12 5 ¹ / ₂	547 15 7	900 5 1	249 18 4 ¹ / ₂	3028 16 9
Kennebecasis "	87 10 6	32 16 9	37 14 5	42 9 8	71 13 3	63 16 9	70 1 3	33 11 10	26 6 3	26 13 10	38 9 8	26 10 9 ¹ / ₂	537 19 1 ¹ / ₂
Onsekeag "	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	113 6 8	166 19 7	173 2 7	200 6 7	182 11 2 ¹ / ₂	836 6 2 ¹ / ₂
Conductors, .	12 4 0	5 11 2	4 2 9	4 6 8	7 16 9	8 13 11	10 16 4	86 13 11	87 13 9 ¹ / ₂	179 6 8 ¹ / ₂	149 14 7	72 16 4 ¹ / ₂	530 1 11 ¹ / ₂
	199 11 5	120 15 0	99 14 8 ¹ / ₂	93 12 10	170 3 7 ¹ / ₂	139 19 5	217 2 10	377 16 7	661 12 1	827 3 8 ¹ / ₂	1238 15 6	531 16 9	4933 4 0

FREIGHT.

	November	December	January	February	March	April	May	June	July	August	September	October	Aggregate.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
St. John Station,	29 7 7	12 19 5	11 10 9 ¹ / ₂	77 16 2	27 0 8	31 3 1 ¹ / ₂	35 12 9	123 5 3 ¹ / ₂	173 3 10	154 15 10	314 16 3	483 15 8	1374 12 4 ¹ / ₂
Kennebecasis "	.. .. .	.. .. .	.. .. .	8 12 1 ¹ / ₂	32 2 2	15 8	15 13 5	13 13 1	18 7 2	15 6 2	7 14 2	31 17 7	144 6 6 ¹ / ₂
Onsekeag "	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	6 8 7	19 8 3	15 3 6	25 11 4	22 7 11	88 14 7
	29 7 7	12 19 5	11 10 9 ¹ / ₂	86 8 3 ¹ / ₂	59 9 10	32 3 9 ¹ / ₂	51 6 2	143 11 11 ¹ / ₂	210 14 3	185 5 6	248 1 9	537 1 2	1607 13 6

G.

Statement shewing the Receipts at the several Stations, for Storage and Wharfage, for the year ending 31st Oct., 1859.

STATIONS.	STORAGE.			WHARF'G			TOTALS.		
	£	s.	d.	£	s.	d.	£	s.	d.
Moncton,	26	9	10	..	..	..	26	9	10
Shediac,	14	2	2	..	..	..	14	2	2
Pt. DuChene,	13	0	0	13	1	0	26	1	0
	<u>53</u>	<u>12</u>	<u>0</u>	<u>13</u>	<u>1</u>	<u>0</u>	<u>66</u>	<u>13</u>	<u>0</u>
Saint John,		5	3	..	..	..		5	3
Kennebecasis,	2	16	3	..	..	..	2	16	3
Ossekeag,	2	11	6	..	..	..	2	11	6
	<u>5</u>	<u>13</u>	<u>0</u>	..	..	..	<u>5</u>	<u>13</u>	<u>0</u>

Onsekeag
 .. 7 7
 .. 12 19 5
 .. 11 10 9
 .. 56 8 3
 .. 59 2 10
 .. 82 3 9
 .. 51 6 2
 .. 149 11 11
 .. 210 14 3
 .. 185 5 6
 .. 248 1 9
 .. 1537 1 2
 .. 1607 13 0

Abstract of Performance of Engines, on both Divisions of the Railway, for the year ending 31st October, 1859.

Name.	Hours in Steam.	Mile ^s Run.	CONSUMPTION OF				MILEAGE OF CARS.					Total Car. Mileage.
			Wocd.	Oil.	Tallow.	Waste.	A	B	C	D	E	
"Hercules"	821	5191	18537	61.50	13.50	97.50	4502	4570	2649	3006	..	14827
"Sampson"	1090	6633	28884	85.75	4.00	133.50	6036	6038	2864	2709	..	17647
"Seadone."	1981	8599	21525	115.12	8.50	226.00	5459	5403	3060	3647	..	17569
"Saint John."	3455	14490	12936	67.38	140.75	146.50	3306	3138	2021	24659	62311	95435
"Kennebecasis."	2849	9685	1198	4.50	3.75	7.00	808	608	169	5474	75803	82862
"Petticoadie."	3727	14477	11776	55.00	116.50	144.00	1281	1201	312	21736	109081	133591
"Anagnance."	2992	11346	25152	132.00	385.00	323.00	5418	6026	1320	22342	14084	32190
"Loostank."	3016	13128	28948	120.00	443.75	325.50	8397	8150	4556	14079	10547	45709
"Ossekeag."	1650	7917	13087	60.75	223.50	138.25	5758	4604	3831	8967	26562	49722
"Apoahagi."	855	4677	12297	58.38	179.50	108.50	4903	4711	3798	5867	..	19279
"Sussex."	176	651	..	..	..	..	..	..	..	3155	140	3235
Totals	22536	96794	174290	750.39	1524.75	1652.75	48968	44499	24580	115641	298508	532136
Pass. and Freight Train, Shediac.												
Const. Train, Sec. 4, Salisbury....	2910	17935	65946	224.50	26.00	365.50	16097	16011	8573	9362	..	50043
Pass. and Freight Train, St. John....	882	2488	..	37.87	..	94.50	..	..	..	18580	..	95876
Const. Train, Sec. 1, 2, 3, 4, St. John	5592	23389	77208	332.63	1142.75	766.75	32871	28418	16007	..	4141	25058
Const. Train, Sec. 5 and 6, St. John	9251	34511	20637	117.02	261.25	263.50	..	..	..	36189	293597	329786
Const. Train, Sec. 7, Hampton....	1077	3917	10479	48.37	94.75	142.50	..	..	..	22588	..	29538
Const. Train, Sec. 8, Hampton....	537	1378	..	..	..	..	..	..	..	7955	..	7955
Const. Train, Sec. 9, Hampton....	53	111	..	..	..	..	..	..	..	59	770	820
Totals	22536	96794	174290	760.39	1524.75	1652.75	48968	44499	24580	115641	298508	532136

Const Train, Sec. 9, Hampton...	53	111	...	...	...	60	770	820
Totals,.....	22536	96794	174290	76039	152475	165275	48968	44429
							115641	298508
							24580	552126

Statement showing the number of Persons who have Travelled in the Cars, for the Year ending 31st October, 1859.

SAINT JOHN DIVISION.			SHELDIAE AND MONCTON DIVISION.			
EAST.		WEST.	EAST.		WEST.	
Month.	Number.	Month.	Month.	Number.	Month.	
November,	1775	November,	November,	821	November,	555
December,	1155	December,	December,	192	December,	196
January,	1047	January,	January,	...	January,	...
February,	1004	February,	February,	...	February,	...
March,	1779	March,	March,	...	March,	...
April,	1995	April,	April,	216	April,	208
May,	2766	May,	May,	699	May,	917
June,	4063	June,	June,	597	June,	791
July,	4940	July,	July,	791	July,	1178
August,	9689	August,	August,	673	August,	811
September,	17972	September,	September,	684	September,	747
October,	3280	October,	October,	854	October,	970
Total,	51465	Total,	Total,	4977	Total,	6173

Saint John Division, East, 51,465	Seldiae and Moncton Division, East, 4,977	Total, 110,681
Saint John Division, West, 47,966	Seldiae and Moncton Division, West, 6,173	Total, 11,150

Two Children (over four and under twelve years of age), counted as one Passenger.

Comparative Monthly Statement of the Traffic Receipts, on the Shefiac and Moncton Division, for the years ending 31st October, 1858 and 1859.

1858.

Character.	November		December		January		February		March		April		May		June		July		August		September		October		Aggregate.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers..	72	15 4½	82	2 10	.....	.....	.....	.....	.....	.....	33	12 4½	91	7 1½	144	5 3	172	9 9	157	9 9	116	6 10½	88	18 6	959	7 10
Freight.....	154	7 1½	45	13 5	.....	.....	.....	.....	.....	.....	46	12 5	120	10 9½	259	3 0	420	19 2	69	0 5½	106	2 2	170	18 9	1072	7 3½
Wharfage and Storage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14	6	3	19 6	6	11 1	2	17 2	4	6 10	18	9 1
Totals.....	227	2 6	127	16 3	.....	.....	.....	.....	.....	.....	80	4 9½	220	17 11	374	2 9	227	8 5	223	1 3½	225	6 2½	264	4 1	2050	4 2½

1859.

Character.	November		December		January		February		March		April		May		June		July		August		September		October		Aggregate.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers..	61	18 10½	24	7 3	.....	.....	.....	.....	.....	.....	38	15 6	81	8 8½	113	2 11½	138	9 6½	125	9 4	120	0 4	97	8 0	821	0 8
Freight.....	223	17 8	69	15 6½	.....	.....	.....	.....	.....	.....	87	2 2	118	7 0½	187	1 0	132	2 11½	176	10 4½	106	6 9	213	10 4	1314	13 10
Wharfage and Storage.....	8	16 10	14	11 9	.....	.....	.....	.....	.....	.....	5	16 9	5	12 11	3	7 0	9	15 6	4	12 9	8	7 0	5	12 6	66	13 0
Totals.....	314	13 4½	108	14 6½	.....	.....	.....	.....	.....	.....	131	14 7	205	8 8	303	10 11½	280	8 0	306	12 5½	234	14 1	316	10 10	2202	7 6

Wharfage and Storage,...	8 16 10	14 11 9	5 16 9	5 12 11	3 7 0	9 15 6	4 12 9	8 7 0	5 12 6	66 13 0
Totals,...	314 13 4	408 14 6	131 14 7	205 8 8	203 10 11	280 8 0	306 12 5	234 14 1	316 10 10	2202 7 6

*Comparative Monthly Statement of the Traffic Receipts on the Saint John Division, for the years ending
31st October, 1858 and 1859.*

1858.

Character.	November.		December.		January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		Aggregate.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers,	34	4 1	23	1 2	48	9 11	38	13 10	58	5 3	42	12 10	65	15 3	311	1 6	468	4 9	449	1 6	469	11 6	208	1 4	2237	6 1
Freight,...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	10 0	7	0 1	5	1 2	49	17 1	13	3 8	77	12 0
Storage,...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals,	34	4 1	23	1 2	48	9 11	38	13 10	58	5 3	42	12 10	65	15 3	313	11 6	465	4 10	454	2 8	549	8 7	221	5 0	2314	15 1

1859.

Character.	November.		December.		January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		Aggregate.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers,	199	11 5	120	15 0	99	14 3	95	12 10	170	3 7	159	19 5	217	2 10	377	16 7	661	12 1	627	3 8	1233	15 6	531	16 9	4933	4 0
Freight,...	29	7 7	12	19 5	11	10 9	56	8 3	59	2 10	63	19 10	19	11 1	143	11 11	210	14 3	155	5 6	248	1 9	537	1 2	1607	12 6
Storage,...	...	...	...	...	...	...	3 8	...	8	0 1	12	3	1	12 0	1	3	10	9	...	...	1	12 0	18	6	5	13 0
Totals,	228	19 0	132	14 5	110	5 1	155	4 4	229	14 5	224	10 6	238	5 11	721	9 9	872	17 1	1012	9 2	1583	9 3	1089	11 5	6596	10 6

I may remark, that no credit is given in the Accounts to either Division for carrying the Mails, for the reason that no definite arrangement, with regard to the amount to be charged, had been concluded with the Post Office Department, up to the close of the year.

The Canadian rate for this service is \$30 per mile of Railway per annum, if by day, and \$40 if by night.

The Accounts omitted, if credited here at this figure, would stand as follows:—

Conveying the Mails, between Shediac and Moncton, 17 } miles for one year, exclusive of the Winter months, } £127 10 0 say from June 1858, to 31st October, 1859, @ \$30, }
Conveying the Mails between St. John and Ossekeag, } 23 miles, for five months, say from 8th June to 31st } 71 17 6 October, 1859, @ \$12½..... }
£198 26 6

Which would be equivalent to an increased Revenue of something more than 1 7-10th pence per mile run, for Shediac, and a fraction over 58-100ths of a penny per mile run for St. John.

The Statements E. F. G., at the credit of "Revenue" shew a monthly summary of the Traffic Receipts for the past year.

The credit for "Locomotives and Cars" is made up of charges against Contractors, and Construction, per Account rendered, for the use of these machines during the past year.

For an Engine and ten Platform Cars, the average rate is £5 per day, where "found" by Contractor, or £7 10s., the Railway furnishing necessary supplies; which may be considered very low, particularly when the state of the Road over which Construction Engines are sometimes made to work, the high rate of speed at which they run, and consequent wear and tear to machinery, is taken into consideration.

The following extract from a letter, which I have received from a gentleman well acquainted with Railway management in Canada, will suffice to shew the rates there charged:—

"On the 'Grand Trunk,' the last two years, we charged \$32 per diem for a Locomotive, finding men, oil, tallow, waste, fuel, and water; and forty-six cents per Car, either Platform or Ballast; the day to be twelve working hours; every two and a half hours beyond that being taken as a quarter of a day extra. The 'Buffalo and Lake Huron' charge the 'Welland Railway' \$35 per diem for an Engine, the B. & L. H. finding men, oil, tallow, &c., but the 'Welland' wood and

water. The 'Buffalo and Lake Huron' charge on their own line \$30 per diem for an Engine, which includes everything, and fifty cents per Car per diem. Of course," he adds, "Contractors have the Cars supplied, handed over in first class order, and are bound to deliver them in the same, including wheels and brasses. I think," he further adds, "you will find these charges of the 'Grand Trunk Railway' about the correct thing."

It will thus be seen, that if 25s., the price per day of ten Cars at 2s. 6d. each, be taken from the *highest* price charged per day by this Railway, when finding everything, for a Locomotive and Cars, the balance will be £6 5s., equivalent to \$25 per diem, being \$7 lower than the Grand Trunk, and \$5 cheaper than the lowest price charged in Canada for these services; without considering the fact, that in our case the number of hours per day is not limited.

It should also be remembered, that when the completion of the several Contracts permits the carrying trade to be properly developed, and these Locomotives otherwise employed, this rate will bear a very small proportion to the amount which either of them will earn; that while the revenue derived from this source will be larger in proportion to the mileage, the expenses will be less.

The Debit side of the "Revenue Account" constitutes the entire expense to the Railway for operating the Road; not only the Passenger and Freight, but the Construction Trains also.

The whole is shewn under four general heads, viz:—"Locomotive Power," "Merchandise and Passenger Cars," "Maintenance of Way and Buildings," and "General Charges." Abstracts A. B. C. D. shew a comprehensive summary of particulars of each heading referred to.

"A" shews the amount of wages paid for working all the Locomotives; the Firewood consumed by all the Engines, except those which have from time to time been working upon Sections 5 and 6, Saint John, 8 and 9, Hampton, and Section 4, Salisbury; and all the Wood consumed in Shops, Engine Houses, and Tank Houses, on the line; all the Oil, Tallow, and Waste, used by all the Engines, and in all the Workshops and Engine Houses in use, except those upon Sections 5 and 6, and 8 and 9; all the Repairs done to the Locomotives, except those with which the Contractors have been charged; Repairs to Workshops, &c.; Water for the use of these machines; and the Wages for Watchmen for all the Engines; as well as the small stores, and other miscellaneous items for their use and benefit.

"B" shews the amount of Wages paid to Conductors and Brakemen on the several Passenger and Freight Trains, as well as to Porters and Labourers employed in loading the Cars; the amount for Oil, Tallow, and Waste, consumed; the Repairs to Cars in use on construction upon Sections 1, 2, 3, and 4, and 7, as well as for Passenger and Freight; amount of Wages paid Switchmen; Wood consumed in the Cars; small stores and other miscellaneous charges in connection therewith.

"C" gives the amount paid for maintaining the Permanent Way, &c., for the Year, on the Line between Shediac and Moncton, and on that portion between St. John and Kennebecasis, since the 1st of June last, the date at which the Contractor's maintenance expired.

"D" shews amount paid Superintendents, Book-Keepers, Station-Masters, and Freight Clerks, for their services the past year; the Advertising and Printing done, and Stationery used, as abstracted from the bills as far as rendered; the Premium of Insurance paid on Buildings and Locomotives, and Cars; the amount paid for damage to Freight; Watchmen at Stations; Fuel for Stations; and all other charges of a miscellaneous character, not included under the other principal headings.

The result shews a loss, on the face of the Accounts, in the operation of the Line at Shediac, of £431 7s. 10d.; and a gain at Saint John of £6226 10s. 5d.; and the nett Revenue to be £5,795 2s. 7d.

It has always seemed to me very necessary to shew the exact expense of working and maintaining *each Locomotive, each description of Cars, each Station, and maintaining the Permanent Way*, as well as the exact expense of *running each Train*, whether *Construction, Passenger and Freight, or either*, and the proportion of each per mile run; but a series of difficulties have hitherto prevented the accomplishment of the desirable object.

No correct statement of the whole expenses, in these particulars, can be given, until the conclusion of the present arrangement with Contractors throws upon the Railway the finding everything; for unless the stores and the repairs are provided from one source, it is evident that these supplied by the Road will bear no proportion to the mileage; nor can comparisons be instituted between one machine and another, elsewhere found so profitable in Railway management.

I am enabled, however, to give the hours in steam, miles run, and where found by the Railway; the cubic feet of Wood consumed by each Engine, as well as the Oil, Tallow, and

Waste; and, transposed, the same particulars as applied to the Passenger and Construction Trains. These will be found on reference to the abstract of Engine Returns before given.

From this, and the Accounts, I beg to offer the following Table, shewing in addition to the average number of miles run by the Locomotives, in each service, during the year, and the average number of miles run to the specified consumption of Wood, Oil, Tallow, and Waste, and the average number of Cars, the approximate expenses per mile run for each service, with the actual total cost to the Railway per mile run, the actual receipts per mile run in each case, and, approximately, the gain or loss, with the actual gain to the Railway per mile, run on the whole.

The Table is as follows:

PARTICULARS.	Passenger Train, Shediac.	Passenger Train, Saint John.	Construction Train, Salisbury.	Construction Train, Sec. 1, 2, 3, 4 & 5, Saint John.	Construction Train, Sec. 6, 7, 8 & 9, Saint John.	TOTALS.
Miles run,.....	17935	29369	2488	11002	36000	96794
Average No. of Miles to 1 hour in Steam	6.163	5.25	2.67	3.17	3.73	4.29
Average No. of Miles to 1 cord Wood,	34.81	48.69	none.	45.22	none.	71.00
Average No. of Miles to 1 gallon Oil,	79.88	88.26	65.69	66.52	none.	127.29
Average No. of Miles to 1 lb. Tallow,	689.80	25.70	none.	30.90	none.	63.43
Average No. of Miles to 1 lb. Waste,...	49.00	38.30	24.32	25.82	none.	58.56
Average No. of Cars to 1 Mile Run, ..	2.79	3.26	none.	4.33	9.40	5.49
Expenses $\frac{1}{2}$ Mile Run, (in pence),....	37.00	30.00	22.9377	24.6224	8.00	22.3219
Receipts $\frac{1}{2}$ Mile Run, (in pence),....	29.4714	53.906	35.5952	40.7220	25.0866	36.6909
Gain, (in pence),.....		23.906	12.6575	16.1015	17.0936	14.3690
Loss, (in pence),.....		7.5286				

The expenses to Railway for the several services per mile run, as here given, may be considered as correct; the calculations have been made with care, and after mature consideration.

With regard to the loss shewn as the result of the operations of the line at Shediac, I beg to say, that while the Comparative Statement given exhibits an increase in the traffic, the expenses were necessarily much greater than the previous year; and the circumstance of the loss of the *Maid of Erin* in April, upon her second trip to Moncton, and consequent large diminution in the through traffic until July, when the steamer *Princess Royal* was placed upon the route to the Bend, seriously affected that revenue which is almost exclusively dependent upon the

through trade, created by the connections which are formed with the Railway, by the Bay of Fundy and Gulf of Saint Lawrence Steamers.

The traffic at Saint John exhibits (as reference to the Comparative Statements will shew) an increase over the previous year of £4,281 12s. 5d. The fact, however, must be remembered, that there has been 23 miles of this Section of the Line in operation since 8th June last, in the room of 9 miles for the twelve previous months.

But in order to shew more clearly the increased traffic on the extension to Hampton as compared with that to Kennebecasis, I have deemed it desirable to ascertain as near as practicable, the Receipts and Expenses per mile run, for the *five last months* of each of the two past fiscal years.

The Statements are approximate, but may be esteemed as very nearly correct. They are as follows:—

SAINT JOHN AND KENNEBECASIS.

1st June to 31st October, 1858.

Receipts.	8908 Miles run, at 53.9821 pence,	£2,008 12 9
Expenses.	8908 Miles run, at 36.00 pence,	1,336 4 0
	<u> </u>	<u> </u>
Nett,	8908	17.9821 pence, £667 8 9
	<u> </u>	<u> </u>

SAINT JOHN AND HAMPTON.

1st June to 31st October, 1859.

Receipts.	19650 Miles run, at 63.6926 pence,	£5214 10 9
Expenses.	19650 Miles run, at 30.00 pence,	2456 5 0
	<u> </u>	<u> </u>
Nett,	19650	33.6926 pence. £2758 11 9
	<u> </u>	<u> </u>

Nett Receipts per Mile run, 1858, 17.9821 pence.

Nett Receipts per Mile run, 1859, 33.6926 pence.

Difference in favour of present year, 15.7105 pence.

Some portion of the surplus arising out of the other transactions spoken of, will be requisite to place these

Locomotives in the necessary good order for the next season's operations; to what extent, I am, of course, unable to say.

Reference to the Monthly Statement given, will shew the number of Passengers carried East and West over both divisions of the Line, to be *one hundred and ten thousand five hundred and eighty one*.

The number of Passengers carried one mile, has been ascertained at *one million one hundred and eighty seven thousand five hundred and ninety five*; and the average number of miles travelled by each Passenger, to be $10 \frac{789564}{1000000}$.

The average rate charged per mile, has been $1 \frac{9549}{10000}$ cents, a fraction less than the rate established for second class fares.

This reduction has been principally caused by the inducements held out to excursionists during the summer, which has proved, in every way, advantageous.

I beg further to present:—

First—Statement of Locomotives, with mileage.

Second—List of Cars.

Third—Staff.

12 9
4 0
8 9

4 16 9
3 5 0
3 11 9

ee.
ee.
ee.

other
these

Statement, showing the Name, Capacity, Mileage, &c., of each Locomotive.

NAME.	Size of Cylinders.	Diameter of Driving Wheels.	Capacity of Tender.	Makers.	When placed on Line.	Miles Run to Date.
"Hercules."	17x20.	5 feet.	1700 Gals.	Boston Locomotive Works.	.....	7,717
"Sampson."	17x20.	5 feet.	1700 Gals.	Boston Locomotive Works.	.....	9,686
"Sardouc."	14x22.	5 feet.	1500 Gals.	Boston Locomotive Works.	1st January, 1858.	20,417
"Saint John."	12x20.	4 feet.	1200 Gals.	Portland Co. Locomotive Works.	24th December, 1856.	22,918
"Peticodiac."	14x22.	5 feet.	1500 Gals.	Boston Locomotive Works.	1st January, 1858.	27,801
"Kennebecasis."	12x20.	4 feet.	800 Gals.	Boston Locomotive Works.	15th December, 1857.	14,444
"Anagance."	15x22.	5½ feet.	1700 Gals.	Boston Locomotive Works.	3rd June, 1858.	17,222
"Loostauk."	14x22.	5½ feet.	1600 Gals.	Fleming & Humbert.	31st August, 1858.	15,314
"Ossekog."	15x22.	5½ feet.	1700 Gals.	Fleming & Humbert.	1st June, 1859.	7,917
"Apoltaqui."	15x22.	5½ feet.	1700 Gals.	Fleming & Humbert.	20th August, 1859.	4,677
"Sussex."	15x22.	5½ feet.	1280 Gals.	Springfield Locomotive Works.	5th October, 1859.	651

Saint John. Shelburne

* These Engines were imported by Messrs. Peto, Betts, Jackson & Brassey, and no date can be given of the time when placed on Line. The Mileage here given dates from 10th April, and 4th May, 1858, respectively.

STATEMENT,

Giving the Names, Occupation, Remuneration, and Date of Appointment of the several Employe's in this Division of the Railway Service at this date.

NAME.	OCCUPATION.	Remuneration.	Date of Appointment.
Samuel McKean, . .	Division Sup't.	£150 per annum.	April 23d, 1858.
Robert Marshall, . .	Book-Keeper.	£150 per annum.	May 10th, 1859.
<i>St. John Station.</i>			
Charles U. Hanford,	Station Master.	10s. per day.	20th Aug. 1859.
J. Henry Beek, . .	Freight Clerk.	7s. 6d. per day	20th Aug., 1859.
John Doherty, . .	Station Porter.	6s. 3d. per day.	10th Feb., 1859.
Owen Sullivan, . .	Labourer.	5s. per day.	20th July, 1857.
Alexander Brewster,	Switchman.	5s. per day.	25th June, 1859.
Thomas Pierce, . .	Station Watchman,	£7 5s. per month.	1st April, 1859.
J. Moriarty, . . .	Wood Sawyer.	4s. 6d. per day.	20th July, 1857.
<i>Kennebecasis Station.</i>			
William King, . . .	Station Master.	10s. per day.	20th Aug., 1859.
John Kilfoil, . . .	Switchman.	4s. 6d. per day.	3d June, 1858.
Michael Shea, . . .	Wood Sawyer.	4s. 6d. per day.	3d June, 1858.
<i>Ossekeag Station.</i>			
George Flewelling, .	Station Master.	10s. per day.	1st June, 1859.
Lauchlan McLean, .	Freight Clerk and Switchman.	6s. 3d. per day.	20th Aug., 1859.
Thomas Corbet, . .	Wood Sawyer.	4s. 6d. per day.	8th June, 1859.
Andrew Gibson, . .	Wood Sawyer.	4s. 6d. per day.	8th June, 1859.
James Stevenson, . .	Wood Sawyer.	4s. 6d. per day.	8th June, 1859.
<i>Moncton Station.</i>			
William Steadman, .	Station Master.	£10 per month.	19th Sept. 1857.
James Robertson, .	Freight Agent.	£10 per month.	27th April, 1858.
James Connell, . .	Switchman.	5s. per day.	14th Oct., 1857.
James Cummins, . .	Watchman.	£6 per month.	20th April, 1859.
<i>Shediac Station.</i>			
Robert Atkinson, .	Station Master.	£12 10s. per month	August 20, 1857.
Nelson Cannon, . .	Switchman.	5s. 6d. per day.	August 20, 1857.

NAMES.	OCCUPATION.	Remuneration.	Date of Appointment.
<i>Point du Chene.</i>			
John Munroe, . . .	Freight Agent.	£50 for Season.	1st May, 1859.
<i>Train No. 1.</i>			
James H. Bartlett, . .	Conductor.	10s. per day.	20th July, 1858.
Robert Bustin, . . .	Baggage Master.	6s. 3d. per day.	22d June, 1859.
Randal Clinch, . . .	Brakeman.	7s. per day.	1st April, 1859.
<i>Train No. 2.</i>			
William Gonce, . . .	Conductor.	10s. per day.	8th June, 1859.
Edward Davia, . . .	Baggage Master.	6s. 3d. per day.	20th June, 1859.
George M'Killigan, . .	Brakeman.	6s. 3d. per day.	27th June, 1859.
<i>Train No. 3.</i>			
William B. Deacon, . .	Conductor.	10s. per day.	21st May, 1858.
Andrew Gaynor, . . .	Brakeman.	6s. 3d. per day.	15th August, 1859.
<i>Track—St. John.</i>			
John B. Williamson, . .	Foreman Secti	7s. 3d. per day.	1st June, 1859.
Four	Trackmen.	5s. 6d. per day.	1st June, 1859.
<i>Track—Shediac.</i>			
Hugh Elliot, . . .	Foreman Section 1.	6s. 6d. per day.	1st April, 1859.
Two	Trackmen.	4s. 6d. per day.	1st April, 1859.
James Ponton, . . .	Foreman Section 2.	6s. 6d. per day.	1st April, 1859.
Two	Trackmen.	4s. 6d. per day.	1st April, 1859.
John Clarke, . . .	Foreman Section 3.	6s. 6d. per day.	1st April, 1859.
Two	Trackmen.	4s. 6d. per day.	1st April, 1859.
William Stymson, . . .	Foreman Section 4.	6s. 6d. per day.	1st April, 1859.
Two	Trackmen.	4s. 6d. per day.	1st April, 1859.

LOCOMOTIVES.

	NAMES.	Occupation.	Remuneration.	Date of Appointment.
	<i>Saint John.</i>			
	James Barton,	Locomotive Foreman,	£17 per month.	1st August, 1859.
	Samuel Watson,	Car Repairer,	6s. 6d. per day.	6th July, 1858.
	James Smith,	Carpenter,	6s. 3d. per day.	20th Sept., 1859.
	John Miller,	Machinist,	7s. 0d. per day.	1st Oct., 1859.
	Charles Perkins,	Machinist,	6s. 3d. per day.	1st July, 1858.
	George Smith,	Machinist,	6s. 3d. per day.	1st Oct., 1859.
	Adam Nicks,	Blacksmith,	10s. per day.	15th Sept., 1859.
	John Hays,	Helper,	5s. per day.	1st Oct., 1859.
	John Green,	Blacksmith,	5s. 3d. per day.	15th Sept., 1859.
	Andrew Davidson,	Helper,	5s. per day.	27th Oct., 1859.
	William Duncan,	Labourer,	5s. per day.	26th Oct., 1859.
	John Knowles,	Labourer,	5s. per day.	1st August, 1859.
Apo- hanti.	{ O. S. Smith,	Driver,	£15 per month.	24th Dec., 1856.
	{ Robert James,	Fireman,	6s. 3d. per day.	10th Oct., 1859.
	{ John Genner,	Watchman,	5s. per day.	19th March, 1857.
Ans. grace.	{ Henry A. Whitney,	Driver,	£15 per month.	14th June, 1858.
	{ John Sweet,	Fireman,	6s. 3d. per day.	22d Sept., 1859.
	{ James Wright,	Watchman,	5s. per day.	14th June, 1858.
Ano. grace.	{ Robert M. Stevens,	Driver,	£14 per month.	7th Oct., 1858.
	{ David Sinclair,	Fireman,	6s. 3d. per day.	15th June, 1859.
	{ Thomas Thorpe,	Watchman,	5s. per day.	1st July 1859.
Loostank grace.	{ David F. Nichole,	Driver,	£14 per month.	25th Aug., 1859.
	{ P. S. Bustin,	Fireman,	6s. 3d. per day.	1st July, 1859.
	{ William Snow,	Watchman,	5s. per day.	15th Oct., 1859.
Petico- diac.	{ William Aikin,	Driver,	£14 per month.	15th June, 1859.
	{ Frederick Hartshorn,	Fireman,	6s. 3d. per day.	1st Sept., 1859.
	{ John Benson,	Watchman,	5s. per day.	1st July, 1859.
Kenne- becasia.	{ Joseph H. Moore,	Driver,	£14 per month.	1st Aug., 1859.
	{ Phillip Logan,	Fireman,	6s. 3d. per day.	15th Oct., 1859.
	{ William Mulligan,	Watchman,	5s. per day.	11th June, 1859.
St. John.	{ Allan Rand,	Driver,	£14 per month.	14th June, 1858.
	{ Charles Rent,	Fireman,	6s. 3d. per day.	4th August, 1859.
	{ William Wetherall,	Watchman,	5s. per day.	4th August, 1859.
Sussex.	{ Charles Moore,	Driver,	£14 per month.	9th Feb., 1858.
	{ John Clayton,	Fireman,	5s. per day.	15th Oct., 1859.
	{ John Sledge,	Watchman,	5s. per day.	15th Oct., 1859.
	<i>Shediac.</i>			
	Z. Lord,	Locomotive Foreman,	£20 per month.	6th Oct., 1856.
	J. Fogarty,	Carpenter,	7s. 6d. per day.	1st Sept., 1857.
	Patriot Mahon,	Blacksmith,	8s. per day.	1st June, 1858.
	James Hillson,	Pumper,	5s. per day.	10th April, 1859.
	Christopher Gaynor,	Watchman,	£7 5s. per month.	21st Oct., 1857.
Seadown	{ J. F. Patterson,	Driver,	£14 per month.	10th Dec., 1858.
	{ George Bradley,	Fireman,	6s. 3d. per day.	15th Sept., 1859.
	{ Duncan Stewart,	Watchman,	5s. per day.	9th July, 1859.

It may be said, concerning the first, that three Locomotives have been added to the Stock, on hand, at the close of the last fiscal year. Two of them, built by Messrs. Fleming & Humbert, of the Phoenix Foundry, in this City, are pronounced by competent judges, to be first class Machines; the third, purchased at a reduced rate in Canada, will require some repairs: all the others, at the close of the year, were in comparatively good order, but during the winter, as they can be spared off the works, will be overhauled, and such repairs put upon them as may be found necessary, to fit them for the ensuing season's operations.

The Rolling Stock at Saint John, has, in other particulars, been increased by the addition of six first, and two second Class Passenger Cars, forty Platforms, six Hand Cars, and one Snow Plough.

The Stock at Shediac is the same as given in the last Report.

Upon the opening of the extension to Hampton, in June last, a *second* Passenger Train having been considered necessary, was equipped, and put on, in charge of Mr. Conductor Gonce; this, together with the increased traffic which speedily grew up, necessitated an addition to the Staff. Full particulars, in relation to the extent, as well as the salaries and wages of each, and all other persons employed in this department of the Railway, at the close of the year, is given in statement here furnished.

The Locomotive Foreman has since been superseded by the appointment of Mr. George Watkins, late of the Locomotive Department of the Grand Trunk Railway at Longueuil, Montreal.

At the close of this Report, will be found a statement of the principal Freight forwarded from each Station.

The tariffs have been twice revised in the course of the past twelve months, and as far as I can learn, give very general satisfaction.

During the past year, the average speed of Trains has been—

Including stoppages—15 miles per hour.

Without stoppages—23 miles per hour.

They have been run with care and regularity. The Officers and Servants have been diligent and attentive, and per-

formed their respective duties to the best of their judgment and ability.

No accident whatever has occurred to passengers or others, as will appear by the usual "Statement of Casualties," before given.

Cause may be found for congratulation in this circumstance; but sincere thanks for the protection hitherto afforded us, is due to an Overruling Providence.

Before the close of the ensuing summer, it may be fairly supposed that both divisions of this Railway, now in operation, will be joined together by the completion of the present unfinished portion between Sussex and Moncton; and one uninterrupted line of Railway communication thus formed between Saint John City and Shediac Harbour. It is therefore proper, at this time, to consider what should be done in order to render this enterprise the greatest possible benefit; not only to this City, and the Counties through which it passes, but the Province at large.

In the natural course of events, with ordinary care and attention, the Railway will get the benefit of *all* the *local* trade: With facilities granted, as they are found from time to time to be necessary, it will doubtless steadily increase; but the *through* Traffic should be fostered and encouraged by every legitimate means within our reach. It is not *enough* that the Railway has been built, the traffic must be *brought* to it.—The 70,000 inhabitants of Prince Edward's Island—the 14,000 in Kent—the 18,000 in Northumberland—the 14,000 in Gloucester, and the 5,000 in Restigouche—with the large and extensive districts of Gaspé and the Northern side of the Restigouche—the inhabitants of Newfoundland, Cape Breton, and the flourishing districts along the North Eastern shore of Nova Scotia, should be brought into immediate intercourse with Saint John, and the Northern States of America, by means of *this Road*. Sufficient communication should be established, Maps furnished, and information profusely afforded on every hand. Means should be adopted, as far as practicable to secure, to the largest possible extent, the carrying of the produce of these districts and of the fisheries in the Gulf.—To induce the supplies requisite, being sent upward over this road to their destination—to induce Tourists to take this *Route*, to and from Quebec, in the Autumn months of the year, and to make our American neigh-

hours, as well as others, more familiar with the value and richness, in point of mineral wealth, and Agricultural capabilities, of this interesting and beautiful portion of the American Continent.

Shediac Harbour is situate about forty miles from the Northern entrance of the Straits of Northumberland, is distant in round numbers from—

Bedeque,	about 40 miles ;	Dalhousie,	about 200 miles ;
Charlotte Town, " 80 "		Gaspé,	" 220 "
Pictou,	" 105 "	Quebec,	" 560 "
Sydney,	" 200 "	Anticosta,	" 260 "
Richibucto,	" 40 "	Magdalines,	" 180 "
Chatham,	" 110 "	Saint Pierre, } " 450 "	
Shippagan,	" 120 "	Miguelon, } " 450 "	
Bathurst,	" 170 "	St. John's, N. F., " 600 "	

And from *Boston*, via steamer to St. John, and *over this* Railway, 350 miles; and is well calculated, from its natural position, to form the centre of a large and flourishing trade.

During the past few years, steamers have been run twice per week, each way, between Shediac, Bedeque, Charlottetown, and Pictou; and the steamer *Lady Head*, during the summer of '58, made fortnightly trips, upon the route, between Pictou, Shediac, Miramichi, Dalhousie, and Quebec; and this present year, the steamer *Arabian* has been run between Shediac and Quebec, calling at Richibucto, Miramichi, Bathurst, Dalhousie, and Gaspé, *en route*. She has carried a large number of passengers, with full freights, and it is believed has been run with satisfaction to the public, and profit to the owners. But, while the accommodation, thus afforded, may hitherto have been considered all that was necessary, it is not reasonable to suppose that this will be found sufficient for the future. Upon the completion of this Railway, instead of the present semi-weekly communication with Bedeque and Charlottetown, P. E. I., and Pictou, N. S., departures from each place, should be of daily, or at least, tri-weekly, occurrence, and a connection formed with the steamers running from Pictou to Sydney, and with the stages from Truro. On the other hand, in lieu of the present semi-monthly communication with Quebec, and intermediate Ports, it should be weekly, with an additional steamer *twice* per week to Richibucto and Miramichi.

These, with the anticipated weekly call of the Canadian Ocean Steamers, via Newfoundland, from Liverpool, are among the facilities which will be found necessary in the Gulf, to afford accommodation, for the increased business, which will assuredly be the result of the completion of this portion of the "European and North American Railway."

I have the honor to be,

Sir,

Your obedient Servant,

L. CARVELL.

STATEMENT,

*Shewing the Principal Items of Freights conveyed from the several Stations
for the Year ending 31st October, 1859.*

MONCTON STATION.		POINT DU CHENE.
	83 casks } 28 hbbs. } 15 kegs } 31 cases } Liquors.	
4075 brls. Flour.		306 boxes, 80 casks Preserved Salmon, 114800 lbs.
115 " Beef & Pork.		321 boxes Smok'd Her- ring, 22818 lbs.
46 " Fish.		3 boxes Smok'd Sal- mon, 900 lbs.
26 " Oysters.		1321 boxes Smoked Her- ring—22,120 lbs.
15 " Molasses.		337 brls. Fish.
53 " Sugar.		73 bundles Codfish, 5034 lbs.
8 " Fluid.		519 bbls. Oysters.
122 " Tallow.		120 " Flour.
30 " Rosin.		218 " Beef & Pork.
172 Hhds. Molasses.		619 " Meal.
33 " Sugar.		40 " Liquor.
267 " Lime.		30 " Eggs.
308 chests Tea.		8195 bushels Oats.
226 boxes Tobacco.		6236 " Barley.
84 " Candles.		545 " Potatoes.
181 " Soap.		111620 lbs. Oatmeal.
203 " Glass.		5384 " Dry Fish.
40 kegs Paint.		22510 " Leather.
740 kegs & bags Nails.		21579 " Bar Iron.
148 bags Salt.		25 tons Pig Iron.
11 " Nuts.		47 " Coal.
45 " Seed.		3000 bushels Salt.
144 doz. Brooms.		63 packages Butter.
148 " Buckets.		46 Dead Hogs.
81 " Rakes.		
12600 Superfl. feet Boards.		
128 Cars Wood, Stone, &c.		
92875 lbs. Bar Iron.		
23910 " Castings.		
176 Stoves.		
68 Ploughs.		
3 Iron Safes.		
5500 Bricks.		
7 tons Coal.		
16 casks Hardware.		
114 rolls Paper.		
20 Horses.		
25 Vehicles.		
8 Sleighs.		
1 Piano.		
18940 lbs. Leather.		
1790 cases } 185 bales } 498 casks } 36 crates } 123 kegs } Merchandise.		
	SLEDIAC STATION.	
	175 brls. Flour.	
	71 " Meal.	
	4 " Oil & Tallow.	
	81 " Beef & Pork.	
	8 " Fish.	
	916 " Oysters.	
	5 " Apples.	
	150 " Eggs.	
	39400 lbs. Oatmeal.	
	1100 " Dry Fish.	
	2 hbds. Molasses.	
	20 " Lime.	
	3 chests Tea.	
	3 boxes Tobacco.	
	11 " Candles.	
	11 " Soap.	
	8 " Smoked Fish.	
	211 pack'gs. Butter.	
	14 boxes Glass.	
	41 kegs Nails.	
	7620 lbs. Bar Iron.	
	5500 Bricks.	
	51 Doz. Handspikes.	
	17 " Hoops.	
	932 tons Stone.	
	25 Cars Brick and Wood.	
	150 M. Laths.	
	86584 Suppl. feet Boards.	
	8682 bushels Oats.	
	605 " Potatoes.	
	293 " Barley.	
	41 Horned Cattle.	
	55 Horses.	
	14 Vehicles.	
	57 Sheep.	
	5 dead Hogs.	
	110 casks } 120 cases } Merchandise.	
		ST. JOHN STATION.
		3660 brls. Flour.
		359 bags Flour.
		370 barrels Meal.
		248 " Bread.
		323 " Beef & Pork.
		243 " Fish.
		117 " Apples.
		9 hbds. } 65 brls. } 39 bags. } 72 casks } 12 brls. } 50 kegs } Sugar. } Molasses.

ST. JOHN STATION.

(Continued.)

56 brls Oil and Tallow
 280 quartera Beef.
 32528 lbs. Dry Fish.
 76 boxea Fish.
 128 packages Butter.
 414 Baskets Bread.
 11 boxes Tea.
 52 boxes Soap.
 23 " Candles.
 89 " Glass.
 100 kegs Paint.
 1304 cases Merchandize
 14680 lbs. Leather.
 52 dozen Brooms.
 37 " Buckets.
 95 " Rakes & Forks
 8 crates Earthenware
 60 casks, }
 128 brls. } Liquors.
 1725 kegs }
 73 cases }
 42 boxes Tobacco.
 2083 bushels Oats.
 512 " Potatoes.
 748 " Salt.
 29 bundles Hay.
 24 tons Coal.
 124066 lbs. Iron.
 62493 " Castings.

152 Stoves.
 5234 R. W. Rails.
 10647 R. W. Chairs.
 37 R. W. Frogs.
 1427 kegs Nails & Spikes
 7 cars Machinery.
 36720 Bricks.
 200 casks Lime.
 319 M. sup. ft. Lumber.
 91 " Laths & Palings
 187 M Shingles.
 175 Sashes.
 79 Doors.
 66 Horses.
 60 Vehicles.
 23 Horned Cattle.

OSSEKEAG STATION.

14 brls. Flour.
 2 " Meal.
 20 " Beef.
 2 " Fish.
 39 " Eggs.
 30 dead Hogs.
 10 quarters Beef.
 21 brls. Sugar.
 36 bags Buckwheat.
 198 packages Butter.
 20 boxes Biscuit.

7943 lbs. Iron Castings.
 163 R. W. Chairs.
 77 R. W. Rails.
 76 Horses.
 75 horned Cattle.
 308 Sheep and Lambs.
 37 Vehicles.
 4 cars Bark.
 2 cars Machinery.

KENNEBECASIS
STATION.

2 brls. Flour.
 52 " Bread.
 3 " Eggs.
 12 " Fish.
 26 packages Butter.
 90 " Berries.
 932 R. W. Chairs.
 497 R. W. Rails.
 350 lbs. Iron Castings.
 384 kegs Nails.
 51696 sup. feet Lumber.
 1 barrel Cement.
 75 cars Wood.
 10 Horses.
 5 horned Cattle.
 25 Calves.
 14 Lambs and Sheep.

STATEMENT OF LAND DAMAGE CLAIMS.

Date.	Claimant.		Award by Appraisers.	Award by Commiss'rs.
1858.				
Nov. 1	Jas. A. McManus, .	Land Damage.	£25 0 0	
— 10	Jas. Reilly,	Do.	15 0 0	
	Est. of J. Robinson.	Do.	10 0 0	
— 12	James Smith,	Do.	200 0 0	
— 16	W. L. Trueman,	Do.	5 0 0	
— 17	W. Robinson,	Do.	87 10 0	
— 27	Henry Gilbert,	Do.	4025 0 0	
— 29	Mrs. Donovan,	Do.	80 0 0	
	W. A. Robinson,	Do.	10 0 0	
	L. Donovan,	Do.	27 10 0	
— 30	D. G. Mills,	Paid for Ditch.		1 0 0
	Smith & Bevien,	Land Damage.		200 0 0
	Abner Jones,	Building Abideau.		40 0 0
Dec. 1	Charles Hazen,	Land Damage.	1500 0 0	
— 4	Wm. Duplex,	Do.		10 0 0
— 8	H. & J. Perkins,	Do.	250 0 0	
— 11	Est. of Chas. Hazen,	Do.	50 0 0	
— 14	S. Rameay,	Do.		30 0 0
— 15	Robert Thomson,	Do.	40 0 0	
— 16	S. Frances,	Do.	10 0 0	
— 22	Alex. Martin,	Do.		20 0 0
— 24	John Jones,	Do.	55 0 0	
	Jane Dobbin,	Do.		10 9 0
	Thomas Campbell,	Do.		2 3 6
	David Porter,	Damage to Oats,		4 10 0
1859.				
Jan. 7	D. Martin,	Land Damage.		2 3 0
— 13	David Ramsay,	Land Damage and House.	200 0 0	
— 17	Wm. Shay,	Do.	320 0 0	
— 18	Jacob Yeomans,	Land Damage.		75 0 0
— 21	David Ramsay,	Removing Buildings.		5 0 0
— 22	D. B. Currie,	Land Damage.		45 0 0
— 25	Robert Craig,	Do.		30 0 0
— 31	S. Binney,	Damage to Wharves.		10 0 0
	James Gilling,	Land Damage.		21 0 0
Feb. 2	Mrs. McElhenny,	Land Damage & Buildings	231 0 0	
— 15	G. J. Clark,	Land Damage.		23 15 0
— 16	C. A. Everitt,	Land for Hampton Station		50 0 0
Mar. 14	Est. of Jas. Eagan,	Land for Station Moncton,		150 0 0
May 3	John Jones,	Land Damage.	55 0 0	
— 18	Thomas McKinlay,	In lieu of Crossing.		5 0 0
— 28	Thos. Montgomery,	Land Damage.		6 0 0
June 8	Gilend Leard,	Do.		20 0 0
— 9	Asa Perigo,	Do.	25 0 0	
— 29	Henry McCullough	Do.		34 7 6
	E. Roach,	Do.		7 10 0
— 30	J. Wilmot,	Do.	65 0 0	
	R. Mann,	Do.	15 0 0	
	O. Jones,	Do.	20 0 0	
		Carried forward,	£7371 0 0	802 9 0

STATEMENT OF LAND DAMAGE CLAIMS.

[CONTINUED.]

Date.	Claimant.		Award by Appraisers.	Award by Commiss'rs.
1859.		Brought forward, . . . £	7371 0 0	£802 9 0
June 30	Westmorland Bank	Land Damage.	25 0 0	
	John Bennett, . . .	Do.	25 0 0	
	Jos. Crandall, . . .	Do.	10 0 0	
	W. A. Compton, . . .	Do.		5 0 0
July 5	J. P. Siderquest, {	Land for Reservoir at } Hampton.		25 0 0
— 13	Edward Dolby, . . .	Land Damage.	70 0 0	
— 19	George Quinn, . . .	Do.	20 0 0	
— 20	W. Denniston, . . .	Do.	110 0 0	
— 21	W. Crocket, . . .	Do.	10 0 0	
— 30	Robert Wilson, . . .	Farm Crossings,		25 0 0
	R. B. C. Weldon, . . .	Land Damage.		10 0 0
Aug. 4	R. F. Hazen, . . .	For House in Valley Road.		200 0 0
	C. F. Siderquest, . . .	In lieu of Crossing.		7 10 0
	Robert Kee, . . .	Land Damage.		52 0 0
— 19	James Keator, . . .	Do.	150 0 0	
— 30	Nelson Arnold, . . .	Do.	260 0 0	
— 31	Oliver Barberie, . . .	Do.	6 0 0	
	Ralph Burke, . . .	Paid for a Ditch.		12 0 0
	Oliver Jonea, . . .	Crossing over Wharf track		7 10 0
	Thomas Howsan, . . .	Land Shediac Station, . . .		5 0 0
Sept. 3	James Henderson, . . .	Gates and Crossing.		4 0 0
	Thomas McKinley, . . .	Do.		4 0 0
— 7	George M'Cready, . . .	Land Damage.		80 0 0
— 15	Caleb M'Cready, . . .	Do.		80 0 0
	B. Darling, . . .	Do.	15 0 0	
	E. Freeze, . . .	Do.		86 0 0
— 22	J. & G. Ruland, . . .	Do.	80 0 0	
— 23	L. Vincent, . . .	Do.		10 0 0
	D. Pugsley, . . .	Do.		80 0 0
— 27	Thomas Robinson, . . .	Do.		5 0 0
— 27	— Siderquest, . . .	Land Hampton Station.		25 0 0
— 30	W. L. Prince, . . .	In lieu of Crossing.		5 0 0
Oct. 4	A. Pugsley, . . .	Land Damage.		100 0 0
	E. G. Vincent, . . .	Do.		30 0 0
	W. & J. M'Diarmid, . . .	Do.	20 0 0	
	Peter White, . . .	Paid for a Drain.		7 0 0
	L. E. Steeves, . . .	Land Damage.		45 0 0
	J. H. Gray, . . .	In lieu of Crossing.		150 0 0
				1862 9 0
	Appraisers' Account,			785 0 2
	Paid Recording Fees and Law Expenses,			183 10 10
			8172 0 0	2831 0 0

RECAPITULATION.

Amount paid by Commissioners,	£1862 9 0
Do. do. Appraisers,	8172 0 0
Recording Fees and Law Expences,	183 10 10
Appraisers' Account,	785 0 2
	<hr/>
	£11003 0 0

LESS.

M'Cormack's House transferred to Building Account, £500 0 0	
Amount paid Milner, 30th September, 1858, transferred to McBean & McDonald, Sect. 4,	25 0 0
Proceeds of sales of the following Houses, viz., Jones, Ramsay, and others,	61 18 6
	<hr/>
	586 18 6
	<hr/>
	<u>£10,416 1 6</u>

ard by
miss'rs.

2 9 0

5 0 0

5 0 0

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7 10 0

2 0 0

2 0 0

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0 0 0

7 0 0

45 0 0

50 0 0

32 9 0

35 0 2

33 10 10

31 0 0

