

**Technical and Bibliographic Notes/Notes techniques et bibliographiques**

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

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

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

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

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

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NOVA SCOTIA  
LEGISLATIVE LIBRARY



PROVINCE HOUSE

# Correspondence and Returns relating to the Provincial Railway Expenditure.

Provincial secretary's office.

Halifax, February 23<sup>rd</sup>, 1857.

GENTLEMEN,—

I am commanded by the lieutenant governor to request that you will furnish, for his excellency's information, the following returns connected with the great public works committed to your charge.

First—A detailed statement of the total cost of the portions of railway already completed, distinguishing the cost of road and permanent way, stations, land damages, plant, rolling stock, &c.

Second—An approximate estimate of the amount required to complete and equip the unfinished portions now under contract, in addition to what has already been expended.

Third—A similar estimate of the probable amount per mile, required to complete and equip the lines to Windsor, Truro, and Picton, from the termination of the existing contracts.

Fourth—An estimate of the probable annual receipts from goods and passengers' traffic between Halifax and the termini on the Gulf of St. Lawrence and the Bay of Fundy.

Fifth—A detailed statement of all the different amounts received by the board, with their expenditure, during the years 1854, 1855, and 1856.

Sixth—A detailed statement of the salaries, contingencies, office expenses, &c. of the board and staff of engineers, &c., during these years, including surveys, &c.

Seventh—A statement of the working expenses on the line opened, distinguishing wages, repairs and other items of expenditure in the several years.

Eighth—A statement of the plant and other materials on hand.

Ninth—A succinct statement of the various contracts, with names, dates, amounts, sections, &c., and whether performed and paid for in whole or in part.

I am to request that you will furnish these returns with the least possible delay, as they shall from time to time be prepared, in order to their being submitted to the legislature at an early day.

I have the honor to be,

Gentlemen,

Your most obedient servant,

WM. H. KEATING,

Deputy secretary.

The commissioners for the construction of provincial railways,  
&c. &c. &c.

Nova Scotia railway office,  
Halifax, March, 1857.

SIR—

For the information of his excellency the lieutenant governor, and in reply to your letter of the 26th ult., we have now to furnish the information required, as follows :—

First—“A detailed statement of the total cost of the portions of railway already completed, distinguishing the cost of road and permanent way, stations, land damages, plant, rolling stock, &c.”

Total cost of railway fully completed, say contracts 1 and 2, Halifax to Bedford, exclusive of terminal stations, in sterling monies,	£50,859 19 8
Of this, the road and permanent way cost	£46,401 7 9
Stations—Four-mile house, Nine-mile River, and Bedford,	553 9 8
Land damages paid by board,	168 6 3
Rolling stock for 8 miles,	3,736 16 0
	£50,859 19 8

It may be proper here to remark that the portion of the line actually completed in consecutive sections is about 8 miles, as above stated, lying between Halifax and Bedford. The next section beyond, after crossing the Sackville viaduct, which is completed, passes through a heavy clayey district for a short distance, and the embankments are not sufficiently consolidated as yet to justify their being finally dressed and faced. The engineer, however, assures the board that this can be done now at a small outlay as soon as spring opens.

Second—“An approximate estimate of the amount required to complete and equip the unfinished sections now under contract, in addition to what has already been expended.”

To complete unfinished portions under contract—approximate estimate, Stg.  
£129,904 0 0

The equipment for these unfinished sections depend so entirely upon the amount of traffic, that it is difficult to furnish any satisfactory estimate.

At present the rolling stock in use upon the 22½ miles in operation, cost Stg.  
£10,509 7 1

This has furnished sufficient accommodation up to the present time ; but the board anticipate that, as the traffic along the line becomes developed, this equipment may require to be materially increased.

Third—“A similar estimate of the probable amount per mile required to complete and equip the line to Windsor, Truro and Pictou, from the termination of the existing contracts.”

The amount required to complete the line to Windsor, and as far as Stewiacke on the route towards Truro, all of which is under contract, is, as nearly as can be estimated, given in our reply to question No. 2.

The portion of road lying between Stewiacke and Truro has been located, but is not yet under contract.

The completion of this section will probably average for construction, exclusive of equipment, £5,000 per mile sterling.

That portion of the line lying between Truro and Pictou, except for about ten miles, is not yet located. Assuming that there are no greater engineering difficulties to encounter than exist upon that portion of the works lying between Grand Lake and Stewiacke, and now under contract, which includes the Shubenacadie bridge, one of the heaviest viaducts on the lines, to be constructed of stone and iron—then, as an approximate estimate, the mileage for construction may be fairly set down at £5,000 sterling.

The following tabulated statement gives the results at a view :—

Distance—Halifax to Windsor—miles,	45
Junction to Truro—miles,	48
Truro to Pictou—miles,	45
	138 miles.
Expended on 76 miles under contract, including expenses of every kind, as well for engineering as for stations, and contingencies of all kinds, per commissioners report and account rendered,	<i>Stg.</i> £466,752 3 5
Less 1-5th difference, c'y.	93,350 8 8
	£373,401 14 9
Add to finish, as per estimate above,	129,904 0 0
	£503,305 14 9
Remaining distance, say 62 miles, at £5,000 per mile,	310,000 0 0
	£813,305 14 9
For equipment 138 miles, at £400 per mile, which allows 1 locomotive and 10 mixed cars to every 10 miles,	£55,200 0 0
Less rolling stock on hand,	10,509 7 2
	£44,690 12 10
Total for 138 miles,	£857,996 7 7

Being at the rate of £6,217 7s. 3d. *stg.* per mile.

This, it will be understood, is exclusive of way and terminal stations, except so far as already expended, and included in our accounts rendered, amounting at present to £9,407 2s. 2d. It, however, includes a charge of upholding of the works by the contractors for one year. Contracts 1, 2, 3 and 4 excepted.

Fourth—"An estimate of the probable annual receipts from goods and passengers' traffic between Halifax and the termini of the Gulf of St. Lawrence and Bay of Fundy."

To the fourth enquiry the board feel that it would be presumption on their part to attempt a reply.

In a young country like Nova Scotia, where the operation of railways is an untried experiment, and where no reliable data exist from which to prepare the estimate sought in a country known to abound with much of the crude materials of commerce, where the capabilities for manufacturing operations can hardly be surpassed—with the prospect of commanding a large share of the gulf trade, including that of Great Britain, Prince Edward Island, the north shores of New Brunswick and the River St. Lawrence on the one hand—on the other, that of the western counties of the province, the fine agricultural and richly endowed districts adjacent to the Basin of Minas; contemplating the increased intercourse certain to ensue with New Brunswick and the eastern parts of the United States by steam and other navigation of the Bay of Fundy, in view of a future so promising, the board feel that they may well be excused for declining to hazard a

conjecture as to the probable amount of receipts from goods and passengers' traffic between Halifax and the several termini proposed.

Indeed, what might constitute a reasonable estimate for such receipts for a first year's operations, judging from the results of railways and their introduction in other countries, would form a very imperfect criterion for a second or subsequent year, much less for an annual return. And, as lines from their location are unlikely to be subjected to rival influences, which is eminently the case with those under construction in Nova Scotia, just in the same proportion their productiveness may be relied upon as increasing and permanent. The experience of railway operations in other countries tends uniformly to establish this position.

Fifth—"A detailed statement of all the different amounts received by the board with their expenditure during the years 1854, 1855 and 1856."

The statement sought in the fifth requirement, has been furnished by the board quarterly, with the vouchers, to the financial secretary of the province, as by reference to that officer's department will appear. The several accounts for the years 1854 and 1855, it may be remarked, having been first audited by that officer, have been subsequently audited and reported upon by the joint committees of public accounts drawn from the two branches of the legislature. These documents are necessarily very voluminous, and would require a considerable period of time for transcribing.

—If, upon reference as above given, his excellency is still desirous that the board should furnish further copies, you will be pleased to signify his pleasure to that effect, and they shall be put in hand forthwith.

Sixth—"A detailed statement of the salaries, contingencies, office expenses, &c. of the board and staff of engineers, &c. during these years (1854, 1855 and 1856) including surveys, &c."

The returns required for salaries and for contingencies, has already been made to the financial secretary's office, the latter under the head of incidental expenses, to which the board desire respectfully to refer. Under the head of office expenses a detailed account has in like manner been rendered, and in each case quarterly, and with vouchers. The same observations apply to the return required for surveys under the head surveying.

Seventh—"A statement of the working expenses on the line opened, distinguishing wages, repairs, and other items of expenditure in the several years."

During the years 1855, the road was operated upon for but about six months. Interruptions from various causes occurred. Up to the first of January, 1856, the working expenses, although fully detailed and vouched, as by reference as above will appear, were not analyzed and systematized in the books of the board, as they have been during the year 1856.

For the year 1856, the working expenses have been detailed with much particularity, and the vouchers setting forth the nature of the disbursements have passed out of the possession of the board, under the control of the financial secretary, in accordance with the requirements of the acts of the legislature. But as these accounts are not very voluminous, the board have caused them to be again transcribed, and now annexed copies, see schedules A. B. C. & D.

Eighth—"A statement of the plant and other materials on hand."

Schedule E. contains a list of materials and plant.

Ninth.—"A succinct statement of the various contracts, with names, dates, amounts, sections, &c., whether performed and paid for in whole or in part."

Annexed marked (F.) will be found a tabulated statement furnished by the chief engineer, and showing the particulars sought under this head.

All which is respectfully submitted.

We have the honor to remain,

Sir,

Your obedient servants,

JOSEPH HOWE, CHAIRMAN.

J. McCULLY,

WM. PRYOR, JUNR

J. H. ANDERSON,

THOS. S. TOBIN.

The hon. the provincial secretary, &c. &c.

[ A. ]

*Locomotives account for the year 1856.*

1856.		Currency.	
January 11.—	To paid sharpening picks,	£0 1 3	
	Murray's return,	6 15 0	
12.	Do.	8 12 6	
20.	1 gal. neats foot oil,	0 4 0	
	do.	0 7 6	
19.	Carrying coals to engine,	0 14 7½	
	Cutting wood,	0 4 6	
	Labor at engine,	1 3 9	
	Shifting car,	0 9 0	
	Murray's return,	8 5 0	
26.	Woodworth's return,	8 5 0	
	Hushman's return, 1 mo.	9 0 0	
		<hr/>	44 2 1½
6.	Woodworth's 1 mo. salary, } 31st December,	31 5 0	
24.	Wm. M. Harrington,	1 6 3	
		<hr/>	32 11 3
	Dechezeau & Crow,	13 6 3	
		<hr/>	89 19 7½
23.	Woodworth's return,	8 5 0	
	Do.	0 14 7½	
	Cleaning out ashes,	0 1 1½	
	Removing small engine,	0 13 0	
2.	E. Woodworth's return,	8 0 0	
	Do.	1 10 4½	
	Salary to 31st ult.,	31 5 0	
9.	Woodworth's return,	8 5 0	
	Do.	0 15 9	
16.	Do.	8 5 0	
	Do.	0 13 6	
	Cleaning out ashes,	0 2 3	
		<hr/>	68 10 7½

January 1.—To paid James Hunter, Thomas Mitchell's account,				£ 1 10 0	
				35 15 1	
March 1.—To paid Woodworth's return,	£ 8 5 0				
Bringing coals from wharf,	0 18 0				
Cleaning out ashes,	0 1 1½				
	<hr/>				
				9 4 1½	
8. Coghill's return,	8 5 0				
Carrying coals, &c. for engine,	0 4 6				
	<hr/>				
				8 9 6	
15. Coghill's return,	6 15 0				
Carrying coals, &c.,	0 12 4½				
Watching engine at Sackville,	0 5 0				
	<hr/>				
				7 12 4½	
25. Morriscey's account,				0 10 0	
21. Coghill's return,	7 10 0				
Bringing coals for engine, &c.,	1 4 9				
	<hr/>				
				8 14 9	
26. Wier's bills—America 13s. 8d. }					
Africa 5s. 3d. }					
29. Coghill's return,	7 11 3				
Wooding up, &c.,	0 19 7½				
	<hr/>				
				8 10 10½	
April 3.—To paid Dixon, truckage steam pipe,					
5. Ryley's return,	7 10 0				
Firing up, &c.,	1 10 3				
	<hr/>				
				9 0 3	
11. Lime truckage,				3 8 6	
18. Ryley's return,	7 10 0				
Coaling up, &c.,	0 18 9				
Lime truckage,	0 5 0				
11. Ryley's return,	7 10 0				
Coaling up,	0 8 1½				
	<hr/>				
				16 11 10½	
25. Ryley's return,	7 10 0				
Waiting on engine,	1 0 0				
Cleaning out ashes,	0 1 1½				
	<hr/>				
				8 11 7½	
James Shaw, driver, 19 days, 9s. 4½d.,				8 18 1½	
30. Burton, for 2 lamps,				0 14 0	
				<hr/>	
17. Wm. Chambers for accident to his horse,				47 5 1½	
E. Woodworth, 1 month salary,				25 0 0	
Dechezeau & Crow, 2 tin oil cans, with copper tubes,				31 5 0	
Sprague, Soule & Co., 5 bbls. lard oil,	\$192.85				
1 tierce lard,	32.72				
1 piece green bunting,	5.50				
1 bag worsted	27.81				
	<hr/>				
	\$258.88				
Truckage, wharf insurance, 1 per cent on \$275				4.75	



	Commission 2½ per c. on \$258. 88	6.47	\$270.10	£67 10 6
	To bills exchange, premium on \$720.10, at 4½ per cent.			3 0 9
May 3.—To	paid A. Moir's return,	£8 1 3		
	Coaling and wooding up,	0 12 4½		
		<hr/>	8 13 7½	
10.	A. Moir's return,	8 1 3		
	Coaling and wooding up,	0 11 3		
		<hr/>	8 12 6	
15.	J. Mitchell's account,	7 19 9		
	Less ch'd Sackville bridge,	0 16 9		
		<hr/>	7 3 0	
17.	A. Moir's return,	8 1 3		
	Coaling and wooding up,	0 7 10½		
		<hr/>	8 9 1½	
24.	A. Moir's return,	8 1 3		
	Coaling and wooding up,	0 7 0		
	Wm. Boyd, 21 days at 10s.,			
	£10 10s. 0d.,			
	Less this sum ordered by Mr.			
	McCully, £3 15s. 0d.,	6 15 0		
		<hr/>	15 3 3	
31.	A. Moir's return,	11 1 3		
	Coaling and wooding up,	0 9 7½		
	Extra work at special trains,	0 9 6		
	Repairing Sir Gaspard,	0 5 0		
		<hr/>	12 5 4½	
	1 lb. yarn,		0 1 6	
10.	J. Ryley, 37 days, 25s.		46 5 0	
	Matthfield manufacturing			
	company—			
	Oct. 1st, 1855, 1 sett eccentric			
	strap, per inv. book,			
	1857, \$54.50			
	Oct. 8, 2 pump con-			
	nections, 6.52			
	2 steam balances, \$26.0	\$32.52		
	Feb. 13, 1 sett loco. pumps,	84.00		
		<hr/>		
		\$171.2		
	Premium 4 per cent. 6.84			
		<hr/>		
		\$177.86	44 9 4	151 2 8½
June 11—To	paid Wm. Howe for railway			
	steam whistle,		4 0 0	
	Downs & Son,		6 19 3	
16	Rennel's account	16 9 9		
	Less, box sperm candles,	5 17 0		
		<hr/>	10 12 9	
7	A. Moir's return,	11 1 3		
	Coaling and wooding up,	0 9 3		
		<hr/>	11 10 6	
14	A. Moir's return,	11 1 3		
	Wooding up,	0 9 3		
		<hr/>	11 10 6	

June 21.	A. Moir's return, Coaling and wooding up,	£11 1 3 0 7 10					
					11 9 11½		
28	A. Moir's return, Coaling and wooding up,	11 1 3 0 8 3			11 9 6		
						67 11 7½	
	A. Moir for expenses from Glasgow, for self and James Shaw,			Stg, 45 0 0			
						56 5 0	
July 2—To	paid Wm. Merrick's & Son's account, Less for office expenses,	10 18 0 0 18 0					
					10 0 0		
5	A. Moir's return, Coaling and wooding up engine,				11 1 3 0 7 0		
July 23.—To	paid carriage of 4 wheels and axle, Trucking from station to com. wharf,	1 0 0 0 2 6					
12.	A. Moir's return, Coaling and wooding up engine,	11 1 3 0 3 6					
					12 7 3		
19.	A. Moir's return, Coaling and wooding up engine,				11 1 3 0 7 3		
26.	A. Moir's return, Assisting in getting wheels town to depot, Coaling and wooding up engine,	11 1 3 1 0 0 0 2 11½					
					12 4 2½	57 8 2½	
24.	For wheels and axles per M. Park,					6 2 1	
Aug. 1.	A. Moir's return, Wooding up, <sup>2</sup> Going to the foundry at Dartm <sup>th</sup> .	11 1 3 0 4 1 0 3 1½					
					11 8 5½		
8.	A. Moir's return Coaling and wooding up,	11 1 3 0 4 6					
					11 5 9		
15.	A. Moir's return, Coaling and wooding up,	11 1 3 0 3 6					
					11 4 9		
22.	A. Moir's return, Coaling and wooding up,	11 1 3 0 4 9					
					11 6 0		
29.	A. Moir's return,				11 1 3		
						56 6 2½	
1.	James Greig, amt. of acct.				56 4 4		
28.	Seth Wilmouth, for amt. of bill setting tyres on wheels, \$272.58 Premium 4 per ct.	68 2 11 2 14 6					
					70 17 5		
						127 1 9	

Sept. 5.—To paid A. Moir's return,	£11	1	3			
Wooding up engine,	0	3	9			
13. A. Moir's return,	11	1	3			
Wooding up engine,	0	4	6			
20. A. Moir's return,	9	3	9			
Wooding up engine,	0	5	0			
27. A. Moir's return,	11	1	3			
Wooding up engine,	0	5	0			
4. R. Downs & Son's account,	9	1	0			
					52	6 9
A. Moir, for amt. transferred to his debit,	32	10	0			
Salary to 30th June, £50 stg.,	62	10	0			
					95	0 0
						147 6 9
Octr. 4.—To paid A. Moir's return,	11	1	3			
Wooding up engine,	0	4	9			
11. A. Moir's return,	11	5	0			
14. Freight per barque Burrell,	1	0	9			
18. A. Moir's return,	11	8	9			
Wooding up engine,	0	4	4½			
29. Wharfage per Mic Mac,	0	2	9			
					35	7 7½
25. A. Moir's return,	11	8	9			
Wooding up engine,	0	5	0			
					11	13 9
						47 1 4½
20. Freight per bill lading, Stg.,	3	12	9		4	10 11
W. Stairs, Son & Morrow, for						
1 gal. spirits turpentine,	0	5	0			
For 6 balls lamp wick, at 3d.,	0	1	6			
4½ lbs. sheep's wool,	0	11	3			
1 piece 5 in. chain, 22½ lbs.	0	7	6			
3 yards blue bunting,	0	1	6			
2 galls. spirits turpentine,	0	9	0			
1 bag wool, 9¾ lbs.,	1	4	4½			
28. 4½ yds. broad blue bunting,	0	4	6			
1 bag wool, 12 lbs.,	1	7	0			
2 doz. emery cloths,	0	3	9			
6 yards broad bunting,	0	7	6			
1 bag wool, 7½ lbs.,	0	13	9			
1 bag wool,	0	0	6			
1 keg, 9d.; 6 gals. tar, 9s.,	0	9	9			
					6	6 10½
Locomotives per Mic Mac, for amt. transferred,					2	5 0
						13 2 9½
Novr. 1.—To paid A. Moir's return,	11	15	0			
Wooding up engine,	0	4	4			
8. A. Moir's return,	11	13	9			
Wooding up engine,	0	2	10			
14. A. Moir's return,	9	6	6½			
Wooding up engine,	0	4	6			
22. A. Moir's return,	11	10	0			

28.	Wooding up engine,	0 5 7½		
	A. Moir's return,	12 15 0		
	Wooding up engine,	0 7 1½		
		<hr/>	58	4 9
	H. Brown, for pattern and core box,	6 15 0		
	H. Brown, for pump for May- flower,	3 6 0		
		<hr/>	10	1 0
			<hr/>	68 5 9
Decr. 13.—	To paid Thomas Hennessey, one chald. coals, and trucking,	1 17 6		
6.	A. Moir's return,	12 15 0		
	Wooding up engine,	0 15 3		
12.	A. Moir's return,	12 15 0		
	Wooding up engine,	0 14 0		
19.	A. Moir's return,	12 15 0		
	Loading up engine,	0 8 8		
	Overtime omitted last week as fireman on engine May- flower,	0 10 0		
26.	A. Moir's return,	12 15 0		
	Wooding up engine,	0 9 10		
	Anger's amt. of acct.,	1 1 0		
		<hr/>	56	16 3
31.	A. Moir's salary, to 31st Dec.,		62	10 0
	John Stairs,		<hr/>	119 6 3
				17 12 7
			<hr/>	£1349 6 4

Cr.

By amounts transferred—

Permanent way,	£108	11	4
Rolling stock,	140	16	6
Incidental expenses,	105	6	4
Accident at 3-mile house,	207	12	4
	<hr/>	562	6 6
		<hr/>	£786 19 10

Cr.

By revenue,

£786 19 10

[B.]

Traffic charges account for the year 1856.

1856.			£	s	d	
January	7.—To paid O'Connor's return,		1	7	0	
	Ditto		1	17	6	
	Coghill,	3 13 1½				
	Norris,	0 2 3				
		<hr/>	3	15	4½	
4.	Loading rails for Sackville,		0	13	6	
	Shifting cars,		0	13	6	
	Unloading rails,		0	2	3	
12.	W. Coghill, 1 mo. salary		8	6	8	
	Loading rails,		0	4	6	
	Shifting cars,		1	4	9	
	Honey, 6 days, 4s. 6d.		1	7	0	
25.	W. U. Jones,		11	3	0	
19.	Coghill's return,	3 1 10½				
	Ditto	0 19 1½				
		<hr/>	4	1	0	
	Feetburn's for J. Smith,		0	2	3	
	N. Honey,		1	0	0	
26.	E. Woodworth's return,		2	19	7½	
	Labour,		2	5	0	
	Honey,		0	13	6	
	Unloading rails,		0	13	6	
			<hr/>			42 9 11
February	2. Loading and unloading rails,		3	3	0	
	" " freight,		0	4	6	
9.	" " rails,		10	0	3	
	" " freight,		0	6	9	
	Wm. Coghill, 1 month salary,		8	6	8	
16.	Loading and unloading rails,	10 16 0				22 1 2
	Loading and unloading freight,	0 5 7½				
	Making hooks for rails,	0 1 3				
		<hr/>	11	2	10½	
23.	Loading and unloading rails,	8 4 3				
	" " freight,	0 15 9				
		<hr/>	9	0	0	20 2 10½
March 1.—To paid loading and unloading freight,		1 19 4½				
	Loading and unloading rails and chairs,	2 8 4½				
		<hr/>	4	7	9	
8.	Loading and unloading freight,		0	7	10½	
15.	Wm. Coghill 1 month salary,		8	6	8	
21.	Loading and unloading freight,		1	0	3	
	" " rails,	2 3 4				
29.	Waiting on cars,	2 16 3				
		<hr/>	5	19	10	19 2 1½

April 5.—To paid loading chairs,	1 0 0			
Waiting on cars,	1 18 3			
	<hr/>		2 18 3	
11. Lane, truckage,			0 2 6	
18. Loading, &c.			2 18 6	
11.     "			2 0 6	
Wm. Coghill 1 month salary,			8 6 8	
25. Loading and unloading freight,	1 8 4½			
"     "     rails,	0 18 0		2 6 4½	
	<hr/>			18 12 9½
May 3.—To paid loading and unloading cars,	2 0 0			
"     "     rails,	1 2 6			
	<hr/>		3 2 6	
10. Working on cars and engine,				
loading, &c.	2 8 4½			
Loading and unloading rails,	0 16 1½			
	<hr/>		3 4 6	
Wm. Coghill, 1 month salary,			8 6 8	
17. Working on cars, loading, &c.	2 7 4½			
Loading and unloading rails,	0 6 10½			
	<hr/>		2 14 3	
24. Working on cars and engine,	2 14 0			
Loading and unloading rails,	0 9 1½			
	<hr/>		3 3 1½	
31. Moir's return,			2 19 9	
			<hr/>	23 10 9½
June 7.—To paid waiting on cars, &c.,	2 5 10½			
P. McCarron, overtime,	0 5 0			
14. Loading and unloading rails,	1 1 3			
Working on cars and engine,	2 8 4			
Washing cars,	0 3 7½			
	<hr/>		6 4 1½	
Wm. Coghill 1 month's salary,			8 6 8	
21. Loading chairs and rails,	0 14 1			
Waiting on cars, loading, &c.,	2 10 7			
28. Do.     Do.	3 4 4½			
Loading chairs,	0 11 9			
	<hr/>		7 0 10½	
			<hr/>	21 11 8
July 5.—To paid washing passenger carriages,	0 12 0			
Waiting on cars, loading, &c.,	3 6 4½			
Loading and unloading rails, &c.,	1 17 0			
12. Waiting on cars, ldg. freight, &c.,	2 19 9			
A. Moir's return, for money paid				
out at sundry times,	0 9 10			
19. Waiting on cars, ldg. freight, &c.,	2 14 0			
Overtime running extra train,	0 4 9			
	<hr/>		12 3 8½	
26. Loading and unloading chairs and				
rails for Sackville,	0 19 3			
Waiting on cars & engine, load-				
ing & unloading freight, &c.,	2 14 0			
Overtime waiting on extra train,	0 3 9			
	<hr/>		3 17 0	
			<hr/>	16 0 8½

Aug. 1.—To paid waiting on cars and engine, loading & unloading frt. &c.,	2 19 7½		
Overtime on extra train,	0 3 9		
8. Waiting on cars & engine, load- ing & unloading freight, &c.,	2 16 3		
	<hr/>	5 19 7½	
15. Working on cars, loading and un- loading freight, &c.,		2 18 7½	
22. Washing passenger cars,		3 5 9	
29. Loading & unloading rails, chairs and spikes,	2 10 0		
Waiting on cars & engine, load- ing & unloading freight, &c.,	2 19 7½		
	<hr/>	5 9 7½	
			17 13 7½
Sept. 5.—To paid loading chairs for Sackville, Waiting on cars, loading and un- loading freight,		3 7 3	
Loading blocking at Sackville, and unloading at station,		3 16 6	
13. Waiting on cars & engine, load- ing and unloading freight,		0 10 0	
20. Loading and unloading freight,		4 1 6	
27. Do.		4 6 0	
		4 4 9	
		<hr/>	20 6 0
Octr. 4.—To paid working on cars, &c.,		4 1 0	
11. Do.	4 5 6		
Loading and unloading rails and chairs for Sackville,	1 15 0		
18. Waiting on cars, &c.,	4 1 0		
Moving rails, sleepers, broken- chairs, &c.,	2 10 0		
Moving rails & chairs from wharf,	10 3 9		
	<hr/>	22 15 3	
25. Waiting on cars, &c.,	4 6 10½		
Loading and unloading rails for Sackville,	0 12 6		
	<hr/>	4 19 4¼	
			31 15 7½
Novr. 1.—To paid working on cars, &c.,	5 17 0		
Loading and unloading rails and chairs for Sackville,	1 10 0		
Moving deals and sleepers,	1 10 0		
Cleaning and washing cars,	0 5 0		
8. Waiting on cars, &c.,	5 4 3		
Loading and unloading rails and chairs for Sackville,	1 13 3		
	<hr/>	15 19 6	
14. Waiting on cars, &c.,	5 6 6		
Loading and unloading rails and chairs,	2 7 10½		
22. Waiting on cars, &c.,	5 2 0		
Loading and unloading rails for Sackville,	1 5 1½	14 1 6	

Nov. 28.	Waiting on cars, &c.,	4	10	9			
	Loading and unloading rails and chairs for Sackville,	0	13	10½			
		<hr/>			5	4	7½
Decr. 6.—To	paid waiting on cars, loading and unloading freight, &c.	4	12	6			35 5 7½
12.	Do.	5	6	6			
	Overtime loading and unloading rails and chairs,	6	7	9			
19.	Waiting on cars, loading and unloading freight, &c.,	3	15	0			
	Loading and unloading rails, chairs and spikes,	1	18	3			
26.	Waiting on cars, loading freight, Loading rails, chairs, keys and spikes,	6	18	4½			
		0	13	0			
		<hr/>			29	11	4½
12.	Night work, delivering materials to Black & Co.,				1	6	3
		<hr/>					30 17 7½
							319 10 6½
	CR.						
December.	By permanent way,						64 13 9
							<hr/>
							£254 16 9½
	CR.						
December.	By revenue,						£254 16 9½

[ C. ]

*Repairs of stock account for the year ending, 1856.*

January 4.—To	cash paid labour,	4	13	9			
	Ward,	0	3	1½			
	Moving engine,	0	9	4½			
	Blacksmith,	1	8	0			
2.	Malcolm, £1 3s. 9d. and £2 7s. 6d.,	3	11	3			
	Going up with snow plough,	1	5	0			
	Ward at night,	0	7	6			
19.	Working at platform cars,	0	3	9			
	At engine,	2	10	0			
	Plat form cars,	0	12	6			
20.	Coals,	0	6	9			
	Blacksmith,	1	1	3			
	Plat form cars,	0	2	6			
	Working at new engine,	1	3	9			
	Fixing damaged car,	0	9	4½			
	Cow catcher,	1	0	7½			
		<hr/>					19 9 3



February 2.—To cash paid Ward working at engine,	£1	13	9	
Repairing cars, &c.	0	11	3	
Going to foundry, &c.	0	5	0	
Making cow catcher,	1	7	6	
9. Removing tools, &c.	0	12	6	
Making platform for waggons,	0	5	7½	
Going to foundry,	0	1	10½	
Making cow catcher,	1	1	3	
Making bolts and nails for cars,	0	1	3	
Malcolm at new engine,	0	2	6	
16. Malcolm,	0	1	3	
do.	1	2	6	
Repairing cars,	1	8	9	
Work at new engine,	0	7	6	
23. Work at cars,	2	2	6	
Work at engine,	1	6	3	
Malcolm at cow catcher,	1	3	9	
Malcolm at cars,	0	2	6	
do.	0	1	3	
				13 18 9

March 1.—To paid Ward at engine and patterns,	1	2	6	
Working at cars,	0	5	0	
Malcolm at cow catcher,	0	5	0	
do. at new engine,	0	8	9	
				2 1 3

8. Carpenters at engine,	1	13	1½	
Making patterns, &c.	0	11	3	
Honey coming to town,	0	1	1½	
Malcolm at engine,	0	6	3	
				2 11 9

15. Coming to town for turpen-	0	2	3	
tine, &c.	1	2	6	
Going up line,	0	15	0	
Working at platform car,	0	7	6	
Making patterns, &c.	0	1	3	
Fixing temporary snow plough,	3	6	1½	
Repairing engine,	0	9	0	
Assisting getting from Sack.				6 3 7½

21. Repairing engine,	11	15	4½	
Coming to town with pipes,	0	1	1½	
Oiling cars, &c.	0	4	6	
Ward making patterns, &c.	1	2	6	
Working at cars,	1	2	6	
Malcolm working at engine,	0	8	9	
do. at platform, car and				
springs,	0	6	3	
Connell & Dunn over time,	1	0	7½	
				16 1 7½

Gourley for horse hire hauling				0 5 0
engine,				
29. H. Deal,	0	5	0	
Carpenters at cars,	3	2	6	

Mar 29.—To paid making bolts, &c.,	£0 18 9		
Repairing tools for shop,	0 5 0		
R. Ward's account,	2 0 0		
	<hr/>	6 11 3	
28. Wm. Johns,		2 10 0	
		<hr/>	36 4 6
April 5.—To paid repairing Mayflower,	5 14 0		
Boxes off cars, oiling & packing,	1 15 0		
Repairing tools,	0 2 6		
	<hr/>	7 11 6	
11. Lane, for truckage,		2 15 0	
18. Working at engine Sir Gaspard,	0 5 2½		
Working at engine Mayflower,	0 18 9		
Working at snow plow and cars,	2 1 1½		
Making bench for grindstone,	0 10 0		
Vice board,	0 7 6		
	<hr/>	4 2 7	
11. Repairing engine Sir Gaspard,	0 15 0		
Passenger cars,	3 15 0		
	<hr/>	4 10 0	
25. Malcolm, at engine Sir Gaspard,	0 3 9		
Working at passenger and plat-			
form cars,	1 17 6		
Ward, making patterns,	0 7 6		
	<hr/>	2 8 9	
Lane, truckage,		0 2 6	
		<hr/>	21 10 4
J. Jennings & Son,			7 11 6
May 3.—To paid working at engine Mayflower,	1 7 3		
Working at cars,	0 15 0		
Washing cars,	0 7 3		
Making springs, keys and hinges,	0 3 0		
10. Ward, working at cars,	0 15 0		
Cleaning engine Mayflower,	0 2 3		
	<hr/>	3 9 9	
17. Working at 2nd class cars,	3 6 3		
Making chocks for engine & cars,	0 3 9		
Working at passenger & baggage			
cars,	1 15 0		
Connell 6s. 6½d., Lacy 3s. 9d.,			
overtime at engine,	0 10 3½		
	<hr/>	5 15 3½	
24. Working at 2nd class carriage,	8 18 1½		
Working at engine Mayflower,	3 19 9		
Working at passenger & baggage			
cars,	1 2 6		
	<hr/>	14 0 4½	
Lane, truckage,		0 2 6	
31. Moir's return,	10 15 6		
Do.	1 0 6		
Do.	3 6 0		
Do.	1 0 0		
	<hr/>	16 2 0	
		<hr/>	39 9 11

June 7.—To paid working at Mayflower,	£ 12 12 9			
Working at cars,	3 12 6			
Making breaks for cars,	0 3 0			
	<hr/>	16	8	3
14. Working at Mayflower,	11 11 3			
Working at cars,	1 7 6			
Making breaks for cars,	2 0 0			
Ward, making patterns,	1 2 6			
Making steps for 2nd class cars,	0 6 0			
	<hr/>	16	7	3
21. Working at Mayflower,	1 16 3			
Working at Sir Gaspard,	8 0 7½			
Cleaning car wheels,	0 5 0			
Taking wheels to Wier's wharf,	0 16 6			
Making hooks for cars,	0 18 0			
	<hr/>	11	16	4½
20. Making square and straight edges,	0 15 0			
Working at cars,	1 2 6			
28. Working at Sir Gaspard,	2 11 3			
Working at Joseph Howe,	3 11 3			
Work at cars,	0 11 3			
	<hr/>	8	11	3
Lane, trucking 200 feet pine,		0	2	6
		<hr/>		
			53	5 7½
July 5.—To paid working at platform cars,	1 17 6			
Working at engine Sir Garspard,	1 15 0			
12. Engine Sir Gaspard, and making house for do.	1 2 6			
Engine Sir Gaspard, omitted last week,	1 0 0			
Engine Joseph Howe,	1 0 0			
Passenger cars,	0 7 6			
Engine Mayflower,	0 6 0			
Making hooks for platform cars,	0 18 0			
	<hr/>	8	6	6
19. Working at engine J. Howe,	0 10 0			
Ditto Sir Gaspard,	2 10 0			
Making house for do.	1 10 0			
Working at cars,	2 0 0			
Making rings and staples for horse car,	0 12 0			
	<hr/>	7	2	0
26. Working at engine Sir Gaspard,	0 10 0			
Ditto Joseph Howe,	3 1 0			
Shifting platform car wheels,	0 17 6			
Making hooks for cars,	0 6 0			
Screwing bolts for platform cars,	0 7 6			
Making house for engine Sir Gaspard,	0 17 6			
Working at cars,	3 0 0			
Cleaning carriage wheels,	0 9 3			
Making house on eng. J. Howe,	0 17 6			
	<hr/>	10	6	3
3			25	14 9

Aug. 1.—To paid working at Sir Gaspard, and making house for do.	5 11 7½		
Working at cars,	1 15 0		
	<hr/>	7 6	7½
8. Working at engine Sir Gaspard,	7 0 6		
Making patterns for en. Mayfl'r.	0 15 0		
Working at cars,	2 12 6		
Working at engine J. Howe,	0 3 9		
	<hr/>	10 11	9
15. Working at engine J. Howe,	0 10 0		
“ at engine Sir Gaspard,	1 15 0		
“ at cars, and repairing break rods,	2 16 6		
Making rings and staples for horse cars,	0 9 0		
	<hr/>	5 10	6
22. Working at engine Sir Gaspard,	0 17 6		
“ at engine J. Howe, and making cow catcher,	2 1 6		
	<hr/>	2 19	0
29. Working at cars,	2 3 9		
Making cow catcher, and mending bonnet for en- gine J. Howe,	2 7 3		
Working at carriages, omit- ted last week,	1 13 9		
Working at tender for Sir Gaspard engine,	0 7 6		
	<hr/>	6 12	3
Sept. 5.—To paid working at carriages,	1 5 0		
Making cow catcher for Joseph Howe engine,	2 11 0		
Working at Sir Gaspard engine,	0 17 6		
	<hr/>	4 13	6
13. Working at engine J. Howe, and making cow catcher,	3 7 0		
Cleaning wheels for engine May- flower,	0 5 0		
Working at carriages,	1 2 6		
	<hr/>	4 14	6
20. Working at carriages,	2 12 0		
Making patterns for cars,	0 15 0		
Working at Sir Gaspard engine,	0 17 6		
“ at cow catcher, for engine Joseph Howe,	2 2 0		
	<hr/>	6 6	6
		<hr/>	15 14 6
27. Working at engine J. Howe,	0 10 0		
“ at engine Mayflower,	0 17 6		
Fitting iron patterns,	0 10 0		
Working at engine Sir Gaspard,	0 3 9		
“ at cars, and making stakes for do.	2 16 3		
Working at cow catcher for engine Joseph Howe,	1 5 0		
	<hr/>	6 2	6
		<hr/>	6 2 6

Oct. 4.—To	paid making patterns,	£ 0	7	6		
	Working at carriages,	1	12	6		
	“ at tender, &c., for					
	engine Sir Gaspard,	1	17	6		
	“ at cow catcher for engine					
	Joseph Howe,	3	0	0		
	Making bolts and working at do.	4	12	3		
		<hr/>				11 9 9
11.	Working at carriages,	2	3	9		
	Making patterns for Mayflower					
	and new cars,	0	11	3		
	Working at and making stays					
	for cow catcher, for engine					
	Joseph Howe,	2	14	0		
	Working at engine Mayflower,	2	0	0		
	Working at Sir Gaspard engine,					
	house and tender,	1	0	0		
	Mending draw bars for engine					
	Sir Gaspard,	0	6	0		
		<hr/>				8 15 0
18.	Working at carriages,	1	2	6		
	“ at house for engine					
	Joseph Howe,	0	15	0		
	Painting house for engine Sir					
	Gaspard,	0	5	0		
	Working at engine Mayflower,	1	5	0		
	“ at cars,	4	4	0		
	“ at engine Mayflower,	4	8	6		
	Cleaning wheels and painting					
	the same,	4	16	3		
		<hr/>				16 16 6
		<hr/>				37 1 0
11.	P. H. Brown's account,					18 0 3
Nov. 1.	Cleaning engine Mayflower,	1	3	9		
	Working at cars,	3	11	3		
	Making patterns,	0	7	6		
	Working at engine Mayflower,	2	12	6		
	“ at Sir Gaspard,	1	18	9		
		<hr/>				9 13 9
8.	Cleaning engine Mayflower					
	and tender,	0	13	0		
	Working at snow plough,	0	12	6		
	“ at Sir Gaspard,	8	6	0		
	“ at cars,	2	16	9		
		<hr/>				12 8 3
14.	Working at engine Mayflower,	0	4	6		
	Working at snow plough,	0	10	0		
	Sir Gaspard engine,	12	7	3		
	Cars,	0	19	3		
		<hr/>				14 1 0
26.	Working at Sir Gaspard engine,	11	0	9		
	Working at carriages and making					
	patterns,	1	10	0		
	Making hooks & mending brakes					
	for cars,	0	12	0		
		<hr/>				13 2 9

Nov. 28.	Cleaning engine J. Howe,	£ 0 2 4½		
	Fitting up new pumps, repairing bonnet, and cleaning engine,	4 5 6		
	Working at cars,	1 12 10½		
	Repairing gravel cars,	0 10 4½		
	Working at engine Sir Gaspard,	0 7 6		
		<hr/>	6 18 7½	
				56 4 4½
Decr. 6.—To	paid working at carriages,		0 18 9	
	Working at engine J. Howe,		3 7 6	
	Fitting new pumps for Mayflower engine,		1 11 6	
	Working at engine Sir Gaspard,		0 7 6	
	Attending on small engine,		0 12 6	
12,	Working at cars,		0 19 10½	
	“ engine J. Howe,		4 7 4½	
	“ engine Sir Gaspard,		1 6 3	
	“ engine Mayflower,		0 15 4½	
			<hr/>	
			14 6 7½	
	Overtime working at engine and cars at night,	1 18 9		
19.	Working at engine Mayflower,	2 10 0		
	Turning up small engine,	0 11 3		
	Working at Joseph Howe engine,	2 7 4½		
	Putting in windows, and making seat for 2nd class carriages,	0 11 3		
	Working at snow plough,	0 15 0		
	“ at carriages,	0 15 0		
	Making hooks, &c. for engine,	0 2 10½		
	Overtime working at engine,	0 3 9		
	McAllan's acct. 2 days fixing snow plough on cow catcher,	0 15 0		
	McAllan's acct., 2 days repairing ballast waggon,	0 15 0		
26.	Working at engine Sir Gaspard,	1 3 9		
	“ at engine J. Howe,	3 5 0		
	“ at carriages,	2 0 0		
	“ at engine Mayflower,	0 10 0		
	Making seats for baggage cars,	0 10 0		
	Making stays, &c. for gravel cars,	0 11 6		
		<hr/>	19 5 6	
				33 12 1½
				2 16 11
				<hr/>
				£419 16 5
	CR.			
	By amounts transferred—			
	Rolling stock,		58 11 3	
	Permanent way,		1 2 6	
	Accident at 3-mile house,		4 15 0	
			<hr/>	
				64 8 9
				<hr/>
				£ 355 7 8
December.	By revenue,			£ 355 7 8
				<hr/>

[ D. ]

*Upholding account for the year ending 1856.*

Jan'y 1.—To paid Feetham's return,		9	13	6		
12.           "           "		5	0	3		
19.           "           "		11	18	6		
26.    Coghill,		0	4	6		
Feetburn,		5	19	3		
		<hr/>				32 16 0
Feb'y 2.—To paid making chest for Feetburn,	0	7	6			
Mending picks,	0	2	6			
		<hr/>			0	10 0
Feetham's return,		6	2	7½		
9.    Sharpening picks, &c.		0	5	0		
Feetham's return,		6	6	0		
16.    Repairing picks,	0	1	3			
Making and repairing hammers,	0	3	9			
"       handles for hammers,	0	3	9			
		<hr/>			0	8 9
Feetham's return,		6	6	0		
		<hr/>				26 6 10½
23.    Malcolm,	0	2	6			
Feetham's return,	6	6	0			
March 1.—To paid Malcolm sharpening picks,	0	16	3			
Feetham's return,	6	0	0			
		<hr/>			7	2 3
8.    Feetham's return,	6	6	0			
Malcolm sharpening picks, &c.	0	18	9			
		<hr/>			7	4 9
15.    Feetham's return,				8	13 3	
21.    Fixing picks handles,	0	10	0			
Mending picks, cars and hand car,	0	5	0			
Feetham's return,	12	0	9			
29.    "           "	15	19	6			
		<hr/>			28	15 3
		<hr/>				51 15 6
April 5.—To paid repairing hand-car, sledge,						
and adze handles,	0	11	3			
Cutting rails, repairing hand						
and gravel waggons,	0	10	0			
Repairing gravel cars,	0	5	0			
		<hr/>			1	6 3
Feetham's return,		15	19	6		
11.    Lane, truckage,		0	9	0		
18.    Malcolm,		0	1	3		
Feetham's return,		19	11	6		
11.    Malcolm,	0	2	6			
Making chests for Feetham,	0	3	1½			
		<hr/>			0	5 7½
Feetham's return,		19	7	0		
25.    Malcolm,		0	7	6		
Lane, truckage,		0	2	6		
Feetham's return,		17	8	9		
		<hr/>				74 18 10½

April 25.—To paid J. Jennings & Son, 203 ft.  
mer. pine, 100s.

£1 0 4

May 3.—To paid Harshman, 21s., Malcolm, 15s. 1 16 0  
Harris, 12s. 6d., Cameron, 6s. 3d. 0 18 9

			2 14 9	
	Feetham's return,		13 10 0	
10.	Harshman, 8s. 9d., Malcom, 6s. 3d.		0 15 0	
	Feetham's return,		17 5 0	
17.	Harris, making chocks along the line,		0 6 3	
	Feetham's return,		17 14 0	
24.	Repairing picks for Feetburn,	0 6 0		
	Making pick and adze handles,	0 5 7½		
			0 11 7½	
	Feetham's return,		16 7 0	
31.	"		13 13 0	

82 16 7½

June 7.—To paid Feetham's return,

14.	Repairing hand-car,		12 6 0	
	Feetham's return,		0 12 0	
21.	"		12 6 0	
28.	Sharpening picks,		12 6 0	
	Feetham's return,		0 6 0	
			12 6 0	

50 2 0

July 5 —To paid Feetham's return,

12.	Do.		12 6 0	
19.	Do.		12 6 0	
26.	Do.		12 6 0	

49 4 0

Aug. 1,

	Do.		12 6 0	
8.	Do.		12 6 0	
15.	Do.		12 6 0	
22.	Do.		12 6 0	
29.	Do.		12 6 0	

61 10 0

Sept. 5.

	Do.		12 6 0	
13.	Do.		12 6 0	
20.	Do.	12 6 0		
	Less permanent way,	7 4 0		
			5 2 0	

27. Feetham's return, 12 6 0  
Less permanent way, 7 4 0

5 2 0

34 16 0

Oct. 4.

	Feetham's return,	12 6 0		
	Less permanent way,	7 4 0		
			5 2 0	
11.	Feetham's return,		12 6 0	
18.	Do.		12 6 0	
25.	Do.		12 6 0	

42 0 0



Novr. 1.—To paid Feetham's return,	£ 11 10 9	
8. Do.	12 6 0	
14. Do.	12 6 0	
22. Do.	12 6 0	
	<hr/>	48 8 9
28. Do.	12 6 0	
Less revenue,	6 3 0	
	<hr/>	6 3 0
Decr. 6.—To paid Feetham's return,	11 19 9	
12. Do.	9 15 0	
19. Do.	12 1 6	
26. Do.	11 19 9	
	<hr/>	45 16 0
John Stairs,	8 1 6	
	2 19 0	
	<hr/>	11 0 6
		<hr/>
		£618 14 5½
Cr.		
By revenue,		£618 14 5½
		<hr/>

[ E. ]

*Plant and materials on hand.*

## RICHMOND STATION.

Machine, blacksmiths, and joiner's shops, wharves, sidings, loading banks, offices, storehouses, station sheds turnable, and a quantity of waggon timber and other timber, and iron castings on hand, &c. &c. &c.

3 locomotives, 4 passenger carriages, 4 horse boxes, 2 freight vans, 13 platform waggons, 2 ballast waggons, 1 travelling crane, 2 hand cars.

5868 tons rails,

2755 tons iron chairs,

167 tons spikes,

222723 five inch keys,

39892 eight inch keys,

38 tons service rails,

36 setts switches and crossings.

The above includes the portion of rails, &c. laid down.

## BEBFORD STATION.

Store and dwelling houses,

Loading banks and sidings, &c. &c. &c.

Offices in town, furnished.

[F.]

# NOVA-SCOTIA RAILWAY

Statement shewing number of sections, names of contractors, length, date, amount, and condition of each contract.

No. of Section.	Name of Contractor.	Length. Miles. Chains.	Date.	Amount of Contract.	Value of work done.	Conditions of Contract.
Main Line, No. 1,	Cameron & Co.	6	June, 1854,	22925 0 0	Completed.	Extra operations still to be done, in sloping, on this contract, estimated at seven hundred and fifty pounds.
" "	Wyman & Co.	45	March 24, 1855,	846 0 0	Ditto.	
" "	John Cameron,		April 16th, 1855,	725 0 0	Ditto	
2,	Black & Co.	9½	September 22, 1854,	9898 16 0	Ditto	
" "	Wyman & Co.		June, 1855,	360 0 0	Ditto	
" "	Creelman & Co.		December 2, 1854,		Ditto	
" "	William Turnbull,	57	March 2, 1856,	24201 0 1	Ditto	
" "	Johnston & Blackie,		July 26, 1856,		Ditto	
4,	James Grant,		September, 1856,		Ditto	
" "	William Turnbull,		February 14, 1855,		Ditto	
" "	James Kennedy,	70	" "	2505 0 0	Ditto	
5,	James Grant,	0	November, " "	2956 10 5	Ditto	
6,	Black & Co.	8	February, 1856,	171 0 0	Ditto	
7,	Donald Fraser,	2	April 14, 1855,	1145 16 3	Ditto	
8,	Sutherland & Sons,	40	September 15, 1855,	46860 19 3	44448 1 8	
9,	Johnston & Blackie,	7	November 27, 1855,	16798 8 6	15699 18 0	
" "	Sutherland & Sons,	10	May 10, 1856,	30774 10 6	23942 6 6	
" "	Sutherland & Sons,	4	January 7, 1857,	41616 18 4	26936 17 3	
Windsor Branch, No. 1,	Cameron & Co.	6	July 7, 1855,	21993 8 10	277 0 0	The value of work done as compared with the contract price, shews the advancement of these sections.
" "	Johnston & Blackie	7½	September 30, 1856,	33305 0 3	14554 4 8	
2,	McDonald & Simpson,	6	July 7, 1855,	28000 0 0	7044 2 8	
3,	Cameron & Co.	5	" "	41411 11 5	19258 14 1	
" "	Johnston & Blackie,	76	September 30, 1856,	47458 13 3	14007 4 9	
4,	Cameron & Co.	5	July 7, 1855,	21500 0 0	14455 15 8	
5,	McDonald & Simpson,	74	" "		38280 15 0	
Extension.	Ditto	30	" "		19394 5 9	
" "	" "	"	" "		3465 5 0	
Bedford Viaduct, Ditto	T. & R. Caudle, Thomas Hanwright,	1	April 10, 1855, January 29, 1856	2747 14 3 479 12	Completed.	