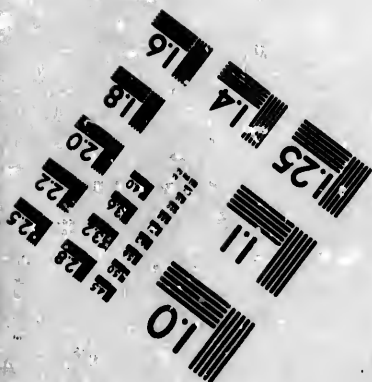
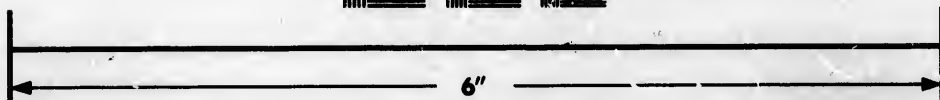
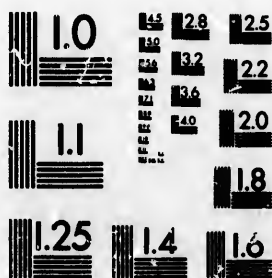


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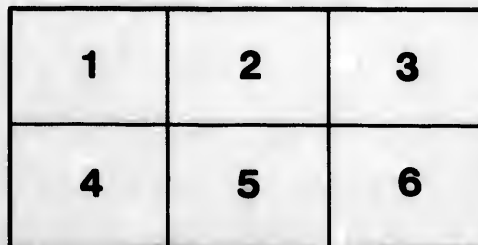
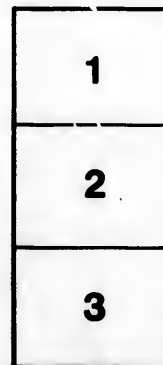
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R A

**REPORT**  
  
OF THE  
  
**RAILWAY COMMISSIONERS**  
  
OF THE  
  
**PROVINCE OF NEW BRUNSWICK,**  
  
**FOR THE YEAR**  
  
**1861.**



SAINT JOHN, N. B.:  
PRINTED BY CHUBB AND COMPANY,  
PRINCE WILLIAM STREET.  
1862.



# R E P O R T .

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Railway Commissioners' Office, }  
*Saint John, 20th Jan., 1862.* }

**To the Hon.**

**The PROVINCIAL SECRETARY.**

SIR—

I beg to submit, for the information of His Excellency the Lieutenant Governor in Council, a Report of the operations on the European and North American Railway, for the year ending 31st October, 1861.

Quarterly Accounts of all expenditures, liabilities, and receipts, have been furnished in accordance with the law.

The traffic accounts and vouchers have been audited in St. John, by a Clerk from the Auditor General's Office.

The following are the balance sheet and abstracts of accounts for the year ; also, statement of land ~~damages paid.~~



DR.

## GENERAL

Oct. 31, 1861.

To	Engineering Account,	per Abstract A.	214,535 15	
"	Permanent Way,	" " B.	3,704,785 49	
"	Buildings,	" " C.	192,231 94	
"	Rolling Stock & Machinery,	" " D.	358,216 20	
"	Miscellaneous Stock,	" " E.	15,371 21	
"	General Expenses,	" " F.	63,424 60	
"	Capital Expended.			4,548,564 59
"	Norton & Apohaqui Bridges,			12,583 67
"	General Stores,	- - -		110,970 82
"	Cash on hand,	- - -	2,223 47	
"	Arrears at Stations,	- - -	1,599 30	
"	Freight and Baggage unclaimed,	- - -	13 44	
				3,836 21
"	Steamer Westmorland,	- - -	148 73	
"	Steamer Princess Royal,	- - -	1,046 92	
"	Board of Works,	- - -	420 90	
"	Post Office Department,	- - -	3,600 00	
"	Richard C. Scovil,	- - -	40 73	
"	James D. Turner,	- - -	624 44	
"	William Stevens,	- - -	176 91	
"	Alexander McBean,	- - -	80 77	
"	LeBaron Drury,	- - -	204 40	
"	Fairbanks & Co.,	- - -	11 56	
"	James Harris,	- - -	159 37	
"	Suspense Account,	- - -	221 81	
"	Patrick King,	- - -	16 65	
"	Frank Giles,	- - -	92 00	
				6,845 19
				\$4,682,800 48

DR.

## REVENUE

Oct. 31, 1861.

To	Locomotive Power,	per Abstract G.	36,415 39	
"	Merchandise and Passenger Cars,	" " H.	18,774 61	
"	Maintenance of Way & Buildings,	" " J.	19,464 60	
"	General Charges,	" " K.	19,590 92	
				94,245 52
"	This sum deposited with Prov. Treasury, on acc't.,			15,000 00
"	Balance, see General Balance,			21,432 63
				\$130,678 15

## RAILWAY COMMISSIONERS' REPORT.

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## BALANCE.

Cr.

Oct. 31, 1861.

By Provincial Treasury, - - - - -	4,631,015 32
" Commercial Bank, - - - - -	7,975 25
" Baring Bros. & Co., - - - - -	15,144 42
" Revenue Balance, per Acc't., - - - - -	21,432 63
" Mrs. Chipman, - - - - -	50 00
" Estate of the late F. James, - - - - -	623 08
" Fleming & Humbert, - - - - -	6,559 78

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\$4,682,800 48

## ACCOUNT.

Cr.

Oct. 31, 1861.

By Passenger Traffic, - - - - -	69,558 03
" Freight Traffic, - - - - -	47,700 72
" Mails and Sundries, - - - - -	13,419 40

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\$130,678 15

**Abstract A.****ENGINEERING.**

PARTICULARS.	EXPENDITURE TO 1860.	1861.	TOTALS.
Salaries and Office Expenses, - - -	104,178 82	6,417 35	110,595 67
Surveying, &c., - - -	48,437 72	107 31	48,545 03
Travelling and Incidentals, - - -	35,506 58	396 67	35,903 25
Instruments and Drawing Material, - - -	3,284 35	28 80	3,313 15
Inspectors, - - -	14,290 80	73 84	14,364 64
Miscellaneous, - - -	1,726 85	86 56	1,813 41
	<b>\$207,424 62</b>	<b>7,110 53</b>	<b>214,535 15</b>

**Abstract B.****PERMANENT WAY.**

PARTICULARS.	EXPENDITURE to 1860.	1861.	TOTALS.
Labor by Contract or otherwise, -	2,426,615 02	92,950 37	2,519,565 39
Rails, Chairs, Ties, Signals, &c., &c.,	819,736 35	8,990 79	828,727 14
Land Damage, per Statement, folio 10,	136,235 87	14,253 30	150,489 17
Miscellaneous, including Fencing, -	197,107 56	8,896 23	206,003 79
	<b>\$3,579,694 80</b>	<b>125,090 69</b>	<b>3,704,785 49</b>

**Abstract C.****BUILDINGS.**

PARTICULARS.	EXPENDITURE TO 1860.	1861.	TOTALS.
Terminal Stations, - - -	59,146 20	3,607 86	62,754 06
Stations, - - -	70,724 43	5,021 85	75,746 28
Way Stations, - - -	3,047 96	285 95	3,333 91
Wharves, - - -	36,464 95	6,259 32	42,724 27
Miscellaneous, - - -	7,559 87	113 55	7,673 42
	<b>\$176,943 41</b>	<b>15,288 53</b>	<b>192,231 94</b>

## RAILWAY COMMISSIONERS' REPORT.

7

**Abstract D.****ROLLING STOCK AND MACHINERY.**

ALS.	PARTICULARS.	EXPENDITURE TO 1860.	1861.	TOTAL.
95 67	Engine and Tenders, - - -	113,808 52	20,041 21	133,849 73
45 03	Spare Gear, - - -	10,867 18	2,400 00	13,267 18
03 25	Tools and Implements, including Lamps,	9,692 52	1,543 58	11,236 10
13 15	Snow Ploughs, - - -	3,882 35	250 54	4,132 89
64 64	Stationary Engines, - - -	2,282 60		2,282 60
13 41	Passenger Cars, - - -	43,801 93	40 11	43,842 04
35 15	Freight Cars, - - -	44,911 08	5,057 90	49,968 98
	Platform Cars, - - -	65,591 42	106 03	65,697 45
	Ballast Cars, - - -	27,444 00		27,444 00
	Miscellaneous, - - -	3,883 32	2,611 91	6,495 23
		\$326,164 92	\$2,051 28	\$358,216 20

**Abstract E.****MISCELLANEOUS STOCK.**

LS.	PARTICULARS.	EXPENDITURE TO 1860.	1861.	TOTALS.
55 39	Furniture in General Offices, - -	4,061 82	581 12	4,642 94
27 14	Furniture in Stations, - - -	9,117 21	285 00	9,402 21
39 17	Horses, Waggon, &c., &c., - - -	1,143 30		1,143 30
03 79	Miscellaneous, - - -		182 76	182 76
54 49		\$14,322 33	1,048 88	15,371 21

**Abstract F.****GENERAL EXPENSES.**

LS.	PARTICULARS.	EXPENDITURE TO 1860.	1861.	TOTALS.
4 06	Salaries, Office Expenses, Books, Stationery, &c.,	27,187 00	4,084 55	31,271 55
3 28	Insurance, - - -	933 95		933 95
3 91	Interest and Commission, - - -	1,169 63	138 30	1,307 93
27	Postages, Printing and Telegraph Expenses,	5,497 37	438 75	5,936 12
42	Police Expenses, - - -	14,347 03		14,347 03
94	Miscellaneous, - - -	8,039 62	1,588 40	9,628 02
		\$57,174 60	6,250 00	63,424 60

**Abstract G.****LOCOMOTIVE POWER.**

1860.	PARTICULARS.	1861.
12,324 07	Wages to Drivers, Firemen and Cleaners, - - -	9,808 71
8,859 92	Firewood, - - - - -	12,100 13
2,025 37	Oil, Tallow and Waste, - - - - -	2,391 48
948 75	Materials for rep'g Engines & Tenders, including packing,	1,970 84
5,205 12	Wages for repairing Engines and Tenders, - - -	7,043 36
2,182 68	Work not done by the Railway, - - - - -	28 96
61 12	Repairs to Workshops and Engine Houses, - - -	8 73
" "	Repairs and Renewals of Tools, Lamps, &c., - - -	139 62
527 92	Water, Pumping, and Pump and Tank Repairs, - - -	2,127 92
567 82	Small Stores, - - - - -	254 62
89 18	Miscellaneous, - - - - -	541 02
<b>\$32,786 95</b>		<b>\$36,415 39</b>

**Abstract H.****MERCHANDIZE AND PASSENGER CARS.**

1860.	PARTICULARS.	1861.
8,579 98	Wages to Conductors, Brakemen and Porters, - - -	8,820 19
1,283 75	Oil, and Waste for Packing Cars, - - - - -	1,016 91
1,120 55	Materials for Repairing Cars, - - - - -	2,152 08
1,716 70	Wages for Repairing Cars, - - - - -	2,749 16
1,562 37	Work not done by the Railway, - - - - -	1,054 32
" "	Repairs to Workshops, Cranes, Tools and Implements, }	117 62
" "	including repairs and renewal of Lamps, &c., }	
322 76	Small Stores used on the Trains, - - - - -	268 58
1,634 74	Wages to Switchmen, - - - - -	1,723 04
140 47	Fuel, - - - - -	204 54
" "	Extra Labor, loading and discharging Freight, - - -	893 18
460 93	Miscellaneous, - - - - -	274 99
<b>\$16,822 25</b>		<b>\$18,774 61</b>

**Abstract I.****MAINTENANCE OF WAY AND BUILDINGS.**

1860.	PARTICULARS.	1861.
7,075 57	Track-masters, Foremen and Laborers' Wages, - -	17,232 93
124 13	Rails, Chairs, Spikes, Fittings, Sleepers, &c., - -	276 82
749 02	Repairs to Stations, Wharves, Buildings and Platforms,	286 90
189 90	Small Stores, - - - - -	85 25
190 60	Repairs to Snow Plough and Flange Cleaners, - -	548 85
" "	Repairs and renewal of Tools, - - - - -	522 44
881 73	Miscellaneous, - - - - -	511 41
<b>\$9,160 95</b>		<b>\$19,464 60</b>

**Abstract K.****GENERAL CHARGES.**

1860.	PARTICULARS.	1861.
" "	Proportion of Commissioners' Salaries & Office Expenses,	2,400 00
8,787 97	{ Salaries Sup't, Acc'tant, Clerks & Office Expenses,	2,847 85
	{ Salaries to Station Masters, Freight Agent and Clerks,	6,817 85
1,398 41	{ Advertising, Printing and Tickets, - - - - -	792 10
	{ Stationery used at Stations, - - - - -	637 96
225 33	Damage to Men, Animals and Goods, - - - - -	653 87
1,536 48	Insurance, - - - - -	1,519 49
	{ Station Watchmen, - - - - -	889 40
3,521 66	{ Fuel, Oil, and Incidental Expenses at Stations, - -	1,340 74
	{ Miscellaneous, - - - - -	1,691 66
<b>\$15,469 85</b>		<b>\$19,590 92</b>

**LAND DAMAGE.** (See Abstract B, folio G.)

Date.	Claimants.	Particulars.	Award by	
			Appraisers.	Comm'rs.
1860.				
Nov. 30.	C. Jones, . . . . .	Ballast Pit. . . . .		50 00
" "	Daniel Holmes, . . . . .	Land Damage. . . . .		200 00
" "	Joseph Billebons, . . . . .	do. . . . .		20 00
" "	William Hope, . . . . .	Gates. . . . .		32 00
" "	J. M. Hallet, . . . . .	Land Damage. . . . .		8 00
" "	James Charters, . . . . .	Crossing. . . . .		80 00
" "	Elijah Vincent, . . . . .	Gates. . . . .		16 00
" "	George Quinn, . . . . .	Land Damage. . . . .	40 00	
" "	Margaret Baxter, . . . . .	do. . . . .	31 40	
" "	for Self and Children, . . . . .			
" "	Jas. and Julia Dibble, and . . . . .	do. . . . .	31 40	
" "	Albert, Alex. & Louisa Baxter, . . . . .			
Dec. 31.	James Pine, . . . . .	do. . . . .		50 00
" "	George Roberts, . . . . .	Stream Diversion. . . . .		140 00
" "	Hiram Humphreys, . . . . .	Borrow Pit, Crossing & Gates, . . . . .		40 00
1861.				
Jan. 31.	Chipman Estate, . . . . .	Land Damage. . . . .	12,000 00	
Feb. 28.	J. E. & W. H. White, . . . . .	do. . . . .	120 00	
April 30.	Charles Jones, . . . . .	do. . . . .		56 00
May 31.	R. Wilson, . . . . .	Ballast Pit. . . . .		50 00
" "	Frederick Wortman, . . . . .	Crossing. . . . .		40 00
" "	Andrew Aiton, . . . . .	do. . . . .		20 00
June 30.	Wm. C. Horseman, . . . . .	Land Damage. . . . .		40 00
" "	John Gibson, . . . . .	Crossing. . . . .		32 00
July 31.	R. Milner, . . . . .	Land Damage. . . . .		16 00
Aug. 31.	Placid White, . . . . .	do. . . . .		20 00
" "	John Wright, . . . . .	Crossing. . . . .		35 00
" "	M. Wamot, . . . . .	do. . . . .		12 00
" "	Peter Pourier, . . . . .	Lease of Spring & Land, 20 yrs. . . . .		20 00
" "	George Roberts, . . . . .	Land Damage. . . . .	200 00	
Sept. 30.	James Barber, . . . . .	Land Damage. . . . .	200 00	
Oct. 31.	E. B. Chandler, . . . . .	do. . . . .		40 00
" "	David R. Currie, . . . . .	Crossing. . . . .		50 00
" "	Alexander Shives, . . . . .	Land Damage. . . . .		60 00
" "	Thomas White, . . . . .	Lease of Land, Water Pipes. . . . .		20 00
" "	William A. Compton, . . . . .	Land Damage, . . . . .		20 00
Appraisers' Fees and Expenses, . . . . .				\$1,167 00
Recording Fees, &c., . . . . .				402 80
				60 73
			\$12,622 80	\$1,630 50

**Recapitulation.**

Award by Appraisers,	-	12,622 80
Award by Commissioners,	-	1,167 00
Appraisers Fees and Expenses,	-	402 80
Recording Fees, &c.,	-	60 70

Total, - - \$14,253 80

Annexed are —

Report from the Resident Engineer.

Report from the General Superintendent.

The surplus revenue for the year is \$36,432 63. This is less than was anticipated, but the heavy snows of last winter added greatly to the running expenses, and the depressed state of business in this Province, and the troubles in the neighbouring States, prevented that increase of traffic which otherwise might reasonably have been expected.

The amount added to Capital Account for the year is \$186,839 91.

This may be classified as follows : —

Balances paid Contractors in settlement of Accounts, . . . . .	71,770 27
Buildings, Fittings, and Furniture, . . . . .	6,301 36
Ballasting, taking out cuttings, soiling and seeding slopes, . . . . .	22,399 64
Sidings, including rails and switches, . . . . .	9,675 86
Drains, Water works and Tanks, . . . . .	3,055 90
Road Crossings, Fencing, Straightening Rails, &c., . . . . .	3,209 70
Locomotives, Cars, Track Scale, &c., . . . . .	32,555 08
Covering Point du Chene Wharf, . . . . .	6,259 32
Engineering, . . . . .	7,110 53
Dredging at Point du Chene, . . . . .	3,233 75
Land Damages, . . . . .	14,253 20
Miscellaneous, . . . . .	7,015 30
	<u>\$186,839 91</u>

The Railway, with its present complement of Stations, Sidings, and Rolling Stock, has cost, up to 1st November last, \$4,548,564 59, or \$42.116 34 per mile; equal to £8,774 4 9 Sterling.

As the Road is well drained and ballasted, and generally in thorough good order, it is believed that it can be kept in running condition with the ordinary maintenance.



Some few Sidings and Loading Platforms will probably still be required ; and it is desirable that a connection with the water should be provided at Saint John.

The only material addition to the Capital Account, or cost of the Railway, that may be anticipated, can only arise from a largely increased traffic, requiring additional Rolling Stock, Stations, and Sidings.

Respectfully submitted,

R. JARDINE,  
CHAIRMAN.

## RESIDENT ENGINEER'S REPORT.

---

ENGINEERS' OFFICE, ST. JOHN, N. B., }  
January 18, 1862. }

ROBERT JARDINE, ESQUIRE,  
*Chief Commissioner.*

SIR,—

I have the honour to submit the following Report of the operations of the Engineering Department of the Railway, during the year that has elapsed since I was placed in charge :—

In reviewing in their order the various points along the Railway, I have taken each District by itself.

### SAINT JOHN DISTRICT,

#### *From Saint John to Ossekeag.*

The number of Sidings in the Saint John Station Yard has been increased, and a "Fairbanks Patent" Track Scale put up, the latter being much required for the purpose of weighing Engines, Cars and their loads. The Ballast used in the yard has been that brought by vessels entering the harbour, and has cost less than any that could have been otherwise procured of sufficiently good quality. Throughout the District, wherever the slopes of the cuttings had slipped, they have either been trimmed flatter and supported by retaining walls, or properly drained and sodded. Most of them are now, I believe, secure. Much trouble and expense have been saved on Sections 5 and 6 of this District, owing to the slopes of the cuttings having been covered with sods as soon as they were trimmed, while, from my knowledge of the nature of these cuttings at the time they were taken out, I have no hesitation in saying, that this plan, though apparently expensive at first, has already saved more than its cost.

### HAMPTON DISTRICT.

#### *From Ossekeag to Sussex.*

Two new Sidings have been laid in the District during the year. The embankments having settled in several places, I was obliged to use additional ballast to bring them

up to the proper height. With these exceptions, nothing beyond the ordinary maintenance has been necessary.

### SUSSEX DISTRICT,

*Sections 10 to 16, both inclusive.*

In Sussex Station Yard a Shed has been built to cover the Turntable, as well to protect it from injury by the weather, as to save the expense of keeping it free from snow during the winter. The Freight Platforms have been enlarged and improved, so as to facilitate the loading of timber and other heavy freight. Water has been brought into the yard from a spring of sufficient size to ensure a constant supply, and with head enough to throw water over any of the buildings in case of fire. The Pipes used are the "Patent Cement Pipes," similar to those laid down in Carleton.

In consequence of the appearance of springs in the bottom of one of the cuttings on Section 11, I was obliged to incur considerable expense in building large French drains and putting on new ballast. One of the Cuttings on Section 13, has also been very troublesome, owing to the peculiar nature of the material through which it is made. The embankment west of Penobsquis, which, notwithstanding the judicious means adopted for its preservation by the former Engineers, was in danger of being injured by the rapid current of Stone's Brook, has been widened and further protected. A small amount has been expended in slope draining and ballasting such other parts of the District as required it. At Anagance, a large freight platform has been put up for the accommodation of the lumber traffic of that Station. At Petitcodiac, a Tank House has been built, into which water is brought from two springs distant about one-third of a mile. The pipes used are the "Patent Bituminized Pipes," which, costing less than half as much as iron, are said to be practically as strong and much more durable — they are light to handle, and can be easily and quickly laid.

### SALISBURY DISTRICT,

*From the end of Section 16 to Moncton.*

This District, as far as regards the superstructure, has been the most expensive and troublesome on the Line. The ballast first put on, though the best that could be found on the district at the time, was originally of inferior quality, and was made worse by the slurry from the slopes. The embankments are almost all heavy and in some instances had settled considerably. These and other causes rendered it necessary to put on a large quantity of ballast, some of which had to be brought from a great distance. In addition to this, many of the cuttings proved to be very wet, making a thorough

system of slope drainage indispensable. At Steves' Lake cutting, especially, though the slopes were considered well drained, the action of the heavy snows and thaws of last winter, brought them down almost bodily. I have had more drains put in, new ditches dug, and the slopes properly trimmed, soiled and sown with grass seed. I have now great pleasure in stating that they have stood the test of the frequent rains of last Autumn, without receiving much injury. A Tank House has been built at Steves' Lake. The water for this Tank is led along the embankment nearly a mile in wooden pipes from a brook which crosses the Railway, at sufficient elevation to give the necessary head.

### MONCTON AND SHEDIAC DISTRICT,

#### *From Moncton to Point du Chene.*

At Shediac, the Turntable has been covered with a shed as at Sussex. The Blacksmith's Shop has been enlarged, and a Brass-furnace added to the Machine Shop. Shediac Station is now supplied with water from a spring distant about a mile and a quarter, and there, as at Sussex and Petitcodiac, there is sufficient head to be useful in case of fire. The pipes used are the "Patent Bituminized Pipes." The Shediac Station Buildings are very much crowded together, and in consequence, the yard is constantly blocked up with snow in winter. I would, therefore, suggest that the Engine and Car Sheds should be moved to the Eastward of the Machine Shop. This could be done at a small cost, and would be a material improvement to the yard.

The Wharf at Point du Chene, which was formerly merely ballasted with stone, has been planked over the entire surface, and a second track, with the necessary points and crossings, has been laid the whole length of the wharf. A large quantity of ballast, and part of the former track, were washed away by a storm in the autumn of 1860; the efficacy of the present plan has been fully proved by the fact that the storms of last autumn, during which the sea broke completely over the wharf, did no damage. Additional fender posts have also been put on, so that there are now berths at the wharf for three steamers. The passenger and freight platforms have been enlarged, and such improvements made in the arrangement of them, as experience in the nature of the traffic showed to be necessary. The channel at the end of the wharf, which, in some places, was too shallow for steamers, has been deepened to 13 feet at low water.

I may here endorse the recommendation of Mr. Light, late Chief Engineer, that the small wooden bridges at Big Scadouc, Little Scadouc, and Cook's Brook, should be replaced by stone culverts. These bridges, having been standing about seven years,

must, in the ordinary course of things, soon require renewal ; and as sandstone, easily quarried and worked, can be procured at Seadouc River, the cost of the culverts, need not greatly exceed that of new wooden bridges. I have caused such repairs to be made on these bridges as will render them secure for the winter.

I have also to report generally, that the Railway is now well provided with Sidings, the total length being over thirteen miles, of which more than a mile has been laid during the past year ; that the water-ways have proved quite sufficient to vent all the water ; and that the Bridges, Culverts, and other structures, are all in good order.

The slopes of every cutting have been soiled, and sown with grass and clover seed ; if this is repeated, where necessary, till the slopes are completely grassed over, the expense of maintenance will be much decreased.

The following Watering Stations are now supplied with Water by gravitation, viz :— St. John, Rothsay, Quispamsis, Ossekeag, Moosehorn, Sussex, Petitcodiac, Steves' Lake, and Shediac ; the cost of pumping is thus saved at these stations, while there is the further advantage of increased protection from fire.

In conclusion, I am happy to be able to state, that the Railway, throughout its whole length, is in good running order, and that the true economy of having the work thoroughly done at first, is already making itself manifest in the extremely small cost of maintenance.

I remain, Sir,

Your obedient servant,

J. EDWARD BOYD,

RESIDENT ENGINEER.

## SUPERINTENDENT'S REPORT.

GENERAL SUPERINTENDENT'S OFFICE, }  
St. John, N. B., 31st Dec., 1861. }

To R. JARDINE, ESQUIRE,

*Chairman of the Board of Railway Commissioners.*

SIR,—

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

The following summary will show concisely the result of the transactions of the past, as compared with the previous year:—

1860.	CLASSIFICATION.	1861.
	<b>REVENUE.</b>	
55,110 50	Passengers,	69,558 03
33,879 80	Freight,	47,700 72
27,235 10	Mails and Sundries,	13,419 40
116,225 40		130,678 15
	<b>EXPENSES.</b>	
32,786 95	Locomotive Power,	36,415 39
16,822 25	Mer. and Passenger Cars,	18,774 61
9,160 95	M. of Way and Bridges,	19,464 60
74,240 00	General Charges,	19,590 92
		94,245 52
<b>\$41,985 40</b>	<b>Nett Revenue,</b>	<b>\$36,432 63</b>

In addition to the foregoing, the surplus Revenue or deficiency is given *monthly* in the annexed statement :—

STATEMENT OF REVENUE AND EXPENSES.						
1860.			1861.			
		MONTHS.				
SURPLUS.	EXPENSES.	RECEIPTS.	EXPENSES.	SURPLUS.	DEFICIT.	
6,432 83	5,173 52	11,603 35	November, 8,031 23	4,497 71		
2,896 97	5,209 38	8,106 35	December, 7,522 68	1,637 36		
378 11	4,258 72	4,636 83	January, 7,970 99		1,875 78	
101 57	4,455 60	4,557 17	February, 7,687 07		1,593 74	
825 08	4,605 90	5,430 98	March, 7,527 46		777 91	
2,049 94	5,027 93	7,077 87	April, 7,030 32	1,464 16		
3,943 04	5,846 30	9,789 34	May, 8,108 88	4,755 82		
4,078 42	5,822 83	9,901 25	June, 7,319 98	4,074 68		
3,176 00	7,283 97	10,459 97	July, 8,180 03	6,380 30		
8,237 98	8,742 07	16,980 05	August, 7,875 35	6,468 57		
5,082 86	8,404 25	13,487 11	September, 7,826 87	2,773 57		
4,782 60	9,409 53	14,192 13	October, 9,164 66	8,627 89		
\$41,985 40	74,240 00	116,225 40	Totals, \$130,678 15	94,245 52	40,680 06	4,247 43

The cause of the deficiency here shown is apparent. It was occasioned wholly by the unparalleled severity of the past winter, there is little doubt, had not the operations of the Line been so frequently interrupted by the long and severe storms, (often

monthly in  
accompanied by the most intense cold,) which rendered the transmission of freight exceedingly difficult, and materially affected the general business, the transportation, and other expenses, would have been loss by from \$500 to \$1000 per month, and, it is safe to say, the Revenue would have been materially enhanced. The necessity for the increased expenses, it is well known, was the cause of the more than corresponding decrease in receipts. The demand for lumber of all kinds was such, at this time, that an extra Train would, but for this reason, have been employed during the winter months. Eventually, however, the extraordinary depth to which the snow attained, prevented, to a large extent, the lumbering operations being prosecuted.

That an analization of the traffic and exrensens may be more readily attained, and the business of the Railway more clearly understod, the following statements and abstracts have been carefully prepared. They are, for the most part, comparative, and embrace :—

First—Classified Monthly Statement of Revenue.

Second—Classified Monthly Statement of Expenses.

Third—Passenger Statement.

Fourth—Freight Statement.

Fifth—Abstract of Locomotive Returns.

Sixth—Statement of Locomotives.



## CLASSIFIED MONTHLY STATEMENT OF REVENUE.

MILES IN OPERATION	MONTHS.	PASSENGERS.		FREIGHT.		MAILS AND SUNDRIES.*		TOTALS.	
		1860.	1861.	1860.	1861.	1860.	1861.	1860.	1861.
1860 1861									
64 108	November.	4,201 25	5,556 34	3,254 75	4,857 85	4,150 35	2,114 75	11,606 35	12,528 94
64 108	December.	3,381 25	4,444 26	2,205 15	3,266 99	2,519 95	1,448 69	8,106 35	9,160 04
44 108	January.	2,283 16	2,978 44	1,484 12	2,545 65	869 55	571 12	4,636 83	6,095 21
44 108	February.	1,978 27	2,555 71	2,450 40	3,050 60	128 50	537 02	4,557 17	6,093 33
44 108	March.	2,451 50	2,919 57	2,129 83	3,253 51	849 65	570 67	5,430 98	6,749 55
44 108	April.	2,594 67	3,794 41	2,256 90	3,814 25	2,226 30	885 82	7,077 87	8,494 48
64 108	May.	3,491 90	5,580 86	3,123 29	5,241 63	3,174 15	2,042 21	9,789 34	12,864 70
64 108	June.	3,608 52	5,705 78	3,278 08	3,988 04	2,954 65	1,700 84	9,901 25	11,394 66
64 108	July.	4,481 92	8,425 31	3,275 65	5,112 99	2,792 40	1,022 03	10,459 97	14,560 33
108 108	August.	11,768 44	8,732 10	2,898 96	5,134 08	2,312 65	477 74	16,980 05	14,343 92
108 108	September.	7,803 50	6,132 94	2,852 36	3,409 71	2,881 25	1,057 79	13,487 11	10,600 44
108 108	October.	7,006 12	12,782 41	4,670 31	4,019 42	2,515 70	990 72	14,192 13	17,792 55
	TOTALS.	\$55,110 50	69,558 03	33,879 80	47,700 72	27,235 10	13,419 40	116,225 40	130,678 15

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

## CLASSIFIED MONTHLY STATEMENT OF EXPENSES.

MONTH.	LOCOMOTIVE POWER.		MDZE. & PAS. CARS.		MAINT. OF WAY AND BUILDINGS.		GENERAL CHARGES.		TOTALS.	
	1860.	1861.	1860.	1861.	1860.	1861.	1860.	1861.	1860.	1861.
November,	2,471 84	3,020 36	1,095 61	1,557 69	464 77	1,829 44	1,141 30	1,623 74	5,173 52	8,031 23
December,	2,381 45	2,634 30	874 98	1,232 10	369 55	1,519 41	1,583 40	2,136 87	5,209 38	7,522 68
January,	2,195 72	4,159 20	736 29	1,134 46	272 58	1,419 93	1,054 13	1,257 40	4,258 72	7,970 99
February,	2,333 32	3,042 16	1,016 86	1,641 09	149 10	1,532 96	956 32	1,470 86	4,455 60	7,687 07
March,	2,490 65	3,237 30	861 78	1,357 48	184 52	1,522 02	1,068 95	1,410 66	4,605 90	7,527 46
April,	2,425 72	2,661 96	1,173 00	1,723 97	466 68	1,451 72	962 53	1,192 67	5,027 93	7,030 32
May,	2,407 50	3,269 97	1,524 55	1,644 62	697 35	1,844 45	1,216 90	1,349 84	5,846 30	8,108 88
June,	2,587 03	3,199 61	1,600 25	1,238 68	662 02	1,562 08	973 53	1,319 61	5,822 83	7,319 98
July,	3,082 02	2,905 75	2,002 02	1,558 25	1,160 30	2,002 13	1,039 63	1,713 90	7,283 97	8,180 03
August,	3,747 70	3,007 46	2,133 94	1,604 65	1,141 83	1,719 35	1,718 60	1,543 89	8,742 07	7,875 35
September,	3,403 28	2,498 63	2,023 48	2,380 24	1,107 89	1,391 69	1,869 60	1,556 31	8,404 25	7,826 87
October,	3,260 72	2,778 69	1,779 49	1,701 38	2,484 36	1,669 42	1,884 96	3,015 17	9,409 53	9,164 66
TOTALS.	\$32,786 95	\$36,415 39	16,822 25	18,774 61	9,160 95	19,464 60	15,469 85	19,590 92	74,240 00	94,245 52

## PASSENGER STATEMENT.

FROM.	1860.			1861.		
	EAST.	WEST.	TOTAL.	EAST.	WEST.	TOTAL.
Saint John Station, . . . .	33,737	14,064	47,801	37,114	14,730	51,844
Rothsay, . . . . .	1,449	4,543	5,992	1,989	4,968	6,957
Ossekeag, . . . . .	4,198	5,220	9,418	3,376	4,062	7,438
Norton, . . . . .	448	672	1,120	1,325	2,325	3,650
Apohaqui, . . . . .	637	711	1,348	1,829	2,491	4,320
Sussex, . . . . .	3,653	9,415	13,068	4,873	6,410	11,283
Penobsquis, . . . . .	497	879	1,376	1,075	1,478	2,553
Anagance, . . . . .	351	410	761	546	715	1,261
Petitecodiac, . . . . .	351	496	847	808	1,143	1,951
Salisbury, . . . . .	736	832	1,568	1,635	1,994	3,629
Moncton, . . . . .	2,718	1,979	4,697	2,811	4,254	7,065
Shediac, . . . . .	1,926	3,537	5,463	1,557	4,252	5,809
Point du Chene, . . . . .	51	1,165	1,216	51	255	306
Way Stations and Picnics, . .	27,205	29,120	56,325	30,498	30,503	61,001
Gulf Steamers, . . . . .				808	1,077	1,885
Boston Steamers, . . . . .				280	59	339
TOTAL, . . . . .	77,957	73,043	151,000	90,575	80,716	171,291

## RECAPITULATION.

MONTHS.	1860.			1861.		
	EAST.	WEST.	TOTAL.	EAST.	WEST.	TOTAL.
November, . . . . .	4,861	4,430	9,291	5,709	4,670	10,379
December, . . . . .	3,444	2,964	6,408	3,725	3,021	6,746
January, . . . . .	2,688	2,136	4,824	2,858	2,357	5,215
February, . . . . .	2,337	1,975	4,312	2,423	1,917	4,340
March, . . . . .	3,116	2,627	5,743	2,947	2,414	5,361
April, . . . . .	3,345	2,840	6,185	4,180	3,319	7,499
May, . . . . .	4,609	3,863	8,472	5,774	4,561	10,335
June, . . . . .	5,076	4,662	9,738	5,979	4,763	10,742
July, . . . . .	6,471	5,569	12,040	10,599	9,546	20,145
August, . . . . .	24,660	24,773	49,433	22,644	21,822	44,466
September, . . . . .	11,424	10,857	22,281	10,335	9,521	19,856
October, . . . . .	5,926	6,347	12,273	13,402	12,805	26,207
TOTAL, . . . . .	77,957	73,043	151,000	90,575	80,716	171,291

## FREIGHT STATEMENT.

	STATIONS.	OUTWARD.	INWARD.	EAST.	WEST.	TOTALS.
TOTAL.						
51,844	Saint John, . . .	16,897,888	27,090,671	16,897,888		16,897,888
6,957	Rothsay, . . .	550,054	1,193,085	152,472	397,582	550,054
7,438	Ossekeag, . . .	1,227,485	2,876,341	136,317	1,091,168	1,227,485
3,650	Norton, . . .	2,743,063	485,578	46,586	2,696,477	2,743,063
4,320	Apohaqui, . . .	2,574,531	1,040,732	99,254	2,475,277	2,574,531
11,283	Sussex, . . .	3,789,997	9,069,859	464,269	3,325,728	3,789,997
2,553	Penobsquis, . . .	532,383	733,587	34,655	497,728	532,383
1,261	Anagance, . . .	754,202	1,286,026	64,174	690,028	754,202
1,951	Petitcodiac, . . .	2,710,527	678,683	1,175,767	1,534,760	2,710,527
3,629	Salisbury, . . .	3,816,739	2,866,493	1,848,970	1,967,769	3,816,739
7,065	Moncton, . . .	2,800,387	5,412,751	1,029,133	1,771,254	2,800,387
5,809	Shediac, . . .	1,783,062	4,772,821	258,722	1,524,340	1,783,062
306	Point du Chene, . . .	4,890,436	1,793,881		4,890,436	4,890,436
61,001	Way Stations, . . .	18,856,615	4,626,861	5,384,964	13,471,651	18,856,615
1,885	Gulf Steamers, . . .	1,137,003	1,709,528		1,137,003	1,137,003
339	St. John to Gulf St'mrs, . . .	1,709,528	1,137,003	1,709,528		1,709,528
171,291	TOTALS IN lbs.	66,773,900	66,773,900	29,302,699	37,471,201	66,773,900

## CLASSIFIED RECAPITULATION.

	MONTHS.	FIRST CLASS.	SECOND CLASS.	THIRD CLASS.	FOURTH CLASS.	SPECIAL RATES.	TOTALS.
TOTAL.							
16,379	November, . . .	441,858	529,708	331,937	1,181,232	2,043,479	4,578,214
6,746	December, . . .	262,753	493,313	203,214	606,400	1,977,910	3,543,590
5,215	January, . . .	116,592	248,389	187,097	408,955	2,859,610	3,820,643
4,340	February, . . .	102,964	183,319	126,825	579,249	4,738,320	5,730,677
5,361	March, . . .	158,683	168,994	152,015	627,235	4,859,800	5,966,727
7,499	April, . . .	247,263	205,458	178,048	897,356	4,947,615	6,475,740
10,335	May, . . .	505,728	346,254	227,486	1,878,534	2,648,668	5,606,670
10,742	June, . . .	300,401	283,116	160,430	1,302,000	2,411,520	4,457,467
20,145	July, . . .	363,322	325,556	131,181	3,331,090	3,069,609	7,270,758
44,466	August, . . .	197,835	285,465	161,822	1,516,200	6,996,165	9,157,487
19,856	September, . . .	377,695	404,411	203,911	1,608,918	1,880,145	4,480,080
26,207	October, . . .	474,241	561,105	485,454	1,689,092	2,475,955	5,685,847
171,291	TOTALS IN lbs.	3,549,335	4,035,088	2,604,420	15,676,261	40,908,796	66,773,900

## ABSTRACT OF LOCOMOTIVE RETURNS.

ENGINE MILEAGE. 1860.	ENGINE.	HOURS IN STEAM.	MILES RUN.	CONSUMPTION OF				MILEAGE OF CARS.				TOTAL CAR MILEAGE.	
				WOOD. CU B FEET.	OIL. PTS.	TALLOW. LBS.	WASTE. LBS.	A.	B.	C.	D.	1861.	1860.
9,931	Heracles, .....	816	5,255	11,209	456	23	77	12	232	363	24,334	24,941	83,402
10,641	Scadouc, .....	1,198	10,435	28,251	543	146	113	7,774	12,520	3,856	4,844	28,994	73,815
13,711	Sampson, .....	513	2,592	2,967	57	2	15	362	709	647	13,849	15,567	70,432
11,833	Saint John, ....	1,227	3,495	8,706	366	89	95	102	144	263	7,130	7,639	63,575
19,169	Petitediac, ....	2,580	23,542	44,886	862	332	309	23,515	36,440	13,759	20,375	94,089	121,445
9,370	Kennebecasis, ..	3,294	9,382	30,821	709	162	144	1,674	1,538	2,048	4,288	9,548	35,551
26,595	Anaganec, .....	2,168	16,228	39,679	710	239	231	16,606	17,457	33,554	20,144	87,761	131,771
27,983	Osseckag, .....	2,176	24,162	60,970	1,024	283	415	25,574	29,622	65,488	26,874	147,558	134,862
20,654	Loostauk, .....	1,481	15,756	23,224	547	186	159	16,756	28,190	4,773	1,290	51,009	98,215
26,467	Apoahqui, .....	1,592	12,388	39,543	922	124	229	4,502	5,009	15,538	59,285	84,334	173,138
12,354	Sussex, .....	1,246	6,667	22,675	736	30	147	546	650	1,064	53,114	55,374	67,938
10,975	Prince of Wales,	1,840	18,991	55,458	742	343	293	21,908	30,663	43,477	16,026	112,074	58,792
	Norton, .....	2,978	31,846	78,769	1,357	618	356	33,368	41,697	78,610	42,152	195,827	
	Prince Alfred, ..	792	6,771	13,801	287	118	93	10,633	10,085	10,401	6,986	38,105	
193,683	TOTALS.	23,901	187,510	460,957	9,318	2,745	2,676	163,332	214,956	273,841	300,691	952,820	1,112,936

## MONTHLY RECAPITULATION.

ENGINE MILEAGE. 1860.	DATE.	HOURS IN STEAM.		MILES RUN.		CONSUMPTION OF					MILEAGE OF CARS.				TOTAL CAR MILEAGE.	
						WOOD. CU B FEET.	OIL. PES.	TALLOW. LBS.	WASTE. LBS.	A.	B.	C.	D.		1861.	1860.
14,555	November, .....	2,513	20,312	1,174	322	38,272	1,174	322	282	13,879	19,587	34,900	33,221	101,587	77,983	
12,747	December, .....	1,682	11,492	614	195	32,281	614	195	193	8,846	13,973	22,635	16,418	61,872	59,713	
7,593	January, .....	1,946	12,655	614	155	61,882	573	155	154	8,565	14,273	12,437	13,936	49,211	36,287	
5,733	February, .....	1,413	10,429	37,916	656	146	225	7,128	12,052	10,916	15,615	45,711	32,535	37,535		
7,670	March, .....	1,703	11,591	40,739	760	217	188	7,815	13,279	12,744	20,047	53,885	37,853			
11,888	April, .....	1,503	10,278	29,213	662	219	215	7,955	13,652	19,764	21,090	62,461	67,433			
16,720	May, .....	2,403	18,118	40,469	752	233	171	15,073	20,295	33,692	27,290	96,350	91,621			
18,817	June, .....	2,118	15,765	29,470	606	244	222	12,427	18,264	21,586	23,258	76,535	130,987			
20,917	July, .....	2,064	18,765	33,823	704	255	171	18,231	21,117	26,996	33,388	99,732	133,998			
27,477	August, .....	2,159	19,603	37,476	753	253	322	20,095	21,787	26,260	37,901	106,043	150,904			
26,099	September, .....	1,963	17,837	32,563	753	230	259	15,886	19,360	24,232	24,653	84,131	148,823			
23,467	October, .....	2,431	20,665	46,853	1,011	276	274	26,432	27,317	27,679	33,874	115,302	133,799			
193,683	TOTALS.	23,901	187,510	460,957	9,318	2,745	2,676	163,332	214,956	273,811	300,691	952,820	1,112,936			

CLASSIFICATION.	TRAINS.	LIGHT. SHIFTING.	TOTALS.	CLASSIFICATION	A.	B.	C.	D.	E.	TOTALS.	
Loco. Mileage,	163,676	11,595	12,239	187,510	Car M'lg	116,019	114,778	145,400	565,769	170,970	1,112,936
					do.	163,332	214,956	273,841	300,691		952,820

## STATEMENT OF LOCOMOTIVES.

Miles run to date.	No.	NAME.	BUILDERS.	REC'D ON LINE.	LIGHT.			EQUIPED.			Capacity of Tender in gals.	Cylinder.	Connection.	No. Drivers.	No. Wheels.
					Engine	Tender	Total	Engine	Tender	Total					
					lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	in.	Stroke.		Diameter.	
22,903	1	Hercules, *	Boston L. Works.	June 15, 1854	45,470	15,500	60,970	51,250	36,550	87,800	18 1/2	20	Inside,	4	8
25,988	2	Samson, *	do.	" "	45,500	15,500	61,000	51,000	36,500	87,500	18 1/2	20	Do.	4	8
38,246	3	St. John, *	Portland Co.	Dec. 24, 1856	36,100	15,420	51,520	39,250	30,500	69,750	25	20	Do.	4	8
33,196	4	Kennedycusis,	Boston L. Works.	Dec. 15, 1857	31,950	10,700	42,650	35,470	20,730	56,200	25	20	Outside,	4	8
70,511	5	Petitcaudac,	do.	Jan. 1, 1858	43,400	16,800	60,200	47,320	34,200	81,520	22 1/2	14	Do.	4	8
41,402	6	Sedone,	do.	Jan. 1, 1858	43,000	15,880	58,880	47,420	34,480	81,900	22	14	Do.	4	8
54,045	7	Anagance,	do.	June 3, 1858	48,200	17,770	65,970	52,500	38,250	90,750	22	14	Do.	4	8
51,724	8	Leostauk,	Flem. & Humbert,	Aug. 31, 1858	47,400	17,780	65,180	51,560	36,900	88,460	22	14	Do.	4	8
60,062	9	O-sekeug,	do.	June 1, 1859	50,650	18,320	68,970	50,030	38,100	88,130	22	14	Do.	4	8
43,532	10	Apolaqui,	do.	Aug. 20, 1859	50,500	19,050	69,550	53,400	36,200	89,600	22	14	Do.	4	8
19,673	11	Sussex,	Spring L. Works,	Oct. 5, 1859	37,000	14,000	51,000	42,500	29,000	71,500	18 1/2	20	Do.	4	8
29,967	12	Prince of Wales,	Flem. & Humbert,	July 1, 1860	50,000	17,700	67,700	55,420	38,430	93,850	22	14	Do.	4	8
31,846	13	Norton,	do.	Nov. 22, 1860	50,850	18,810	69,660	50,530	40,100	90,630	22	14	Do.	4	8
6,771	14	Prince Alfred,	do.	July 2, 1861	50,200	18,180	68,380	55,550	38,850	94,400	22	14	Do.	4	8

529,957

\* The Mileage of these Engines was not kept until April, 1858. The Total Mileage cannot therefore be given.

The first and second-class Passengers carried compare :—

CLASS.	1860.	1861.
First, .	112,950	131,783
Second, .	38,050	39,508
Total, .	151,000	171,291

The number of Passengers carried one mile, the average miles travelled by each, and the average rate per mile received from each ; also, compare as follows :—

SPECIFICATION.	Principal Stations.		Way Stations and Pic Nies.		Aggregate.	
	1860.	1861.	1860.	1861.	1860.	1861.
No. Passengers one mile, ...	2,303,098	3,408,136	506,925	488,008	2,810,923	3,896,144
Average miles travelled, ....	24.33	30.90	9.	8.	18.61	22.74
Average rate in cents, .....	2.272	1.8733	1.6576	1.1691	1.9605	1.785

It will thus be seen, that whilst the number of Passengers has increased the past over the previous year, 14.1 per cent, and the number carried one mile 38.6 per cent, the average receipts, per mile, from each, have decreased  $\frac{1755}{10000}$  or about  $\frac{1}{6}$  of a cent.

A comparative statement of the weight of Freight cannot be given, except for the last three months, no record having been kept until August, 1860.

For this period, however, the comparison shows thus :—

MONTH.	1860.	1861.
August, . .	3,948,496	9,157,487
September, .	2,965,246	4,450,080
October, . .	7,355,695	5,685,847
Totals in lbs.,	14,269,437	19,323,414



The Tons of Freight carried, — the average Receipts per ton, and per ton per mile, for the whole line, and between terminal Stations, for this portion of each year, are :—

SPECIFICATION.	1861.	1860.
Tons Freight carried, . . . . .	9,661	7,134
Tons conveyed one mile, . . . . .	372,105	266,885
Average Receipts per ton, . . . . .	\$1.304	\$1.4684
Average Receipts, per ton per mile, . . . . .	3.3762 cts	3.9056 cts
BETWEEN TERMINAL STATIONS.		
Tons Freight carried, . . . . .	1,492	1,042
Tons conveyed one mile, . . . . .	160,481	117,156
Average Receipts per ton, . . . . .	\$2.4932	\$3.61
Average Receipts, per ton per mile, . . . . .	2.3179 cts	3.2115 cts.

Thus, while for the quarter, the transactions in Freight shew an increase of 2527 tons, or nearly  $35\frac{1}{2}$  per cent. over the corresponding period of the previous year; the month of October exhibits a deficiency of 836 tons or about  $29\frac{1}{2}$  per cent — that also, whilst, from all Stations, the tons conveyed one mile are in excess 105,220, or a fraction short of  $39\frac{1}{2}$  per cent., and the portion, carried between terminal Stations, exceeds the last quarter of 1860, by 450 tons, or a shade over 43 per cent., and the tonnage transported one mile by 43,325 tons, or nearly 37 per cent., the average receipts from all Stations per ton, are less by 15.9684 cents, and per ton per mile by .5294 of a cent, and between terminal Stations per ton \$1.1168, and per ton per mile .8936 of a cent.

The small quantity of Freight transported during the month of October, may, in part, be accounted for by the fact that a very limited amount of business was done in the Province of Prince Edward Island, the past autumn, owing to the prevailing low prices for grain, and the generally depressed state of trade everywhere experienced.

The deficiency in the rates as here shown, is in part, owing to the charges having been largely reduced to favor the steamers connecting at Point du Chene, and to foster the trade of the Northern counties and Prince Edward Island with St. John, and, through St. John, with the cities of the United States.

The "Freight Statement" (see Table) gives the weight forwarded from, and received at, each Station for the year, as well as the quantity sent East and West.

It will be seen that the amount sent West exceeds that forwarded East by 8,168,502 lbs., equal to 4,084 tons, or nearly 28 per cent.

A monthly classification is also given, by which it has been ascertained that of the total freight forwarded —

5.87	per cent.	was	First Class.
6.04	"	"	Second Class.
3.89	"	"	Third Class.
23.47	"	"	Fourth Class.
61.23	"	"	Special Class.

The tonnage, and the average receipts per ton, and per ton per mile, are as follows: —

SPECIFICATION.	LOCAL.	THROUGH.	TOTAL.
Tons Freight, . . . . .	28,191	5,195	33,386
Tons carried one mile, . . . . .	888,515	558,021	1,446,536
Average receipts, per ton, . . . . .	\$1.1885	\$2.7325	\$1.4287
Average receipts, per ton per mile, . . . . .	3.7709 cts	2.5421 cts	3.2975 cts.

Had a charge been made for the Freight carried on account of the Provincial Industrial Exhibition held at Sussex in October, the average receipts, per ton, would have been \$1.4667, and per ton per mile 3.3852 cents, a fraction less than the general average for the three months ending October, 1860.

The Locomotives ran 187,510 miles, against 193,683 the previous year, as will be seen upon reference to the Table.

The cost, per mile run, for Locomotive Power, and the other divisions of the Expenses, with the Receipts, and Nett Revenue, is as follows:—

9,808 71	Drivers', Firemen's, and Cleaners' Wages, . . .	5.23 cents.
12,100 13	Firewood, . . . . .	6.45 "
2,391 48	Oil, Tallow and Waste, . . . . .	1.28 "
9,043 16	Repairs, . . . . .	4.82 "
2,127 92	Water, (including Pumping and Tank Repairs) . .	1.14 "
943 99	Small Stores and Miscellaneous, . . . . .	.51 "
<hr/>		
\$36,415 39	Locomotive Power, Total, . . . . .	19.43 cents.
18,774 61	Mdze. and Passenger Cars, (Transportation Charges,) .	10.01 "
19,464 60	Maintenance of Way, &c., . . . . .	10.38 "
19,590 92	General Charges, . . . . .	10.44 "
<hr/>		
\$94,245 52	Total Expenses per mile run, . . . . .	50.26 cents.
130,678 15	" Receipts " " " . . . . .	69.69 "
<hr/>		
\$36,432 63	Nett Revenue per mile run, . . . . .	19.43 cents.

The total car mileage for the past year is 952,820, against 1,112,936 the year before.

The cost in cents per mile run, for —

Oil and Waste, for Packing, was	1067
Repairs, . . . . .	625
Both, . . . . .	7317

The excess, of Engine and Car mileage, for 1860 over 1861, is in construction the former year.

The fact that the Stores for, and Repairs to, Engines and Cars, on construction, in 1860, were in part found by, or charged to, Contractors, renders a detailed comparison of the Locomotive and Car Expenses, with the past year, of no service. It is, therefore, not given.

The average gross Receipts and Expenses, with Nett Earnings per mile run, and the average miles to an hour in steam; — Cars to one mile run; — and miles to the specified quantity of Wood, Oil, and Waste used by Engines, however, compare —

SPECIFICATION.	1861.	1860.
Average receipts, per mile run, . . . .	69.39	60.00
Average expenses, per mile run, . . . .	50.26	38.33
Nett earnings, per mile run, . . . .	19.43	21.67
Average miles to one hour in steam, . . . .	7.84	6.39
“ Cars to one mile run, . . . .	5.08	5.74
“ Miles to one cord of wood, . . . .	ALL. 52.07	TRAFFIC. 52.54
“ Miles to one gal. oil, . . . .	118.15	97.33
“ Miles to one lb waste, . . . .	70.07	63.03

The system of giving the Receipts and Expenses, and other items, before enumerated, per mile run of the Engines, is almost universally practised.

It has, however, notwithstanding this, been suggested that in order, generally, to institute correct comparisons, and arrive at proper conclusions with regard to Locomotive performances, the actual gross *tons carried one mile* (to include cars as well as their contents,) should be given, in addition to the expenses conveniently classified, that the *cost per ton per mile*, for each item might be arrived at.

This proposition is self-evident, and so important, as an incentive to true economy in the management of the Locomotives, that I propose no time shall be lost in introducing a system, which is almost sure to be fraught with beneficial results.

If we compare the per centage which the earnings, from each, Passengers, Freight, &c., bear to the gross receipts, and that which each division of the Traffic expenses is to the whole cost of operating, it will result :—

RECEIPTS.	1860.	1861.	EXPENSES.	1860.	1861.
Passengers, . . . .	47.42	53.23	Locomotive Power, . .	44.16	38.64
Freight, . . . .	29.15	36.50	M. & Passenger Cars, .	22.66	19.92
Mails, &c., . . . .	23.43	10.27	Maintenance, . . . .	12.34	20.65
			General charges, . . .	20.84	20.79

The expenses the past, are 72.12, and the previous year, 68.87 per cent. of the receipts.

So far, as I have been able to ascertain, a comparison of the operating expenses of this, with that of Railways generally in this country, after due allowance is made for differences in classification, would result, very nearly as follows:—

EXPENSES.	THIS LINE.	OTHERS.
Locomotives per mile run, . . . . .	20 cents.	20 cents.
Maintenance, . . . . .	10 "	20 "
Transportation, . . . . .	10 "	20 "
General Management, including Stations, . . .	10 "	20 "
TOTAL, . . . . .	50 cents.	80 cents.

For the present year a saving may be effected in working the Engines, but I do not think a general reduction in the Locomotive expenses may be looked for.

Until renewals are extensively required, the "maintenance" will not, in all probability, exceed \$20,000 per annum, about \$185 per mile of Railway or Ten Cents per mile run, supposing the gross Engine mileage, not to exceed 200,000. For this we are mainly indebted to the excellent character of the roadway.

Should the Freight business extensively increase, as I trust it may, and, with the return of prosperity to the general business of the country, there is very little doubt it will, the "transportation" expenses may be increased, the extent depending wholly upon the nature and character of the Traffic.

The same remarks may be made with equal force, with regard to the item of "general management," particularly so far as is applicable to Station expenses.

Upon the whole, I may remark, there is little doubt, but, that the general business of the Road, may very materially increase without a corresponding outlay.

A Track Scale having been provided during the past season, advantage was taken thereof to weigh the Locomotives, with a view, ultimately, of arriving at their capacity for transporting Freight upon the maximum grades and curves. Nothing, however, has yet been done, beyond making the Record, which will be found on reference to the "Statement of Locomotives," before referred to.

The entire stock of Cars have also been weighed, with the view not only of always being enabled to ascertain the weight of Freight, often transported in bulk, but, hereafter, to arrive at the actual gross tons hauled. The particulars will be found on reference to "Statement of Cars" appended.

The Rolling Stock has been increased the past year by the addition of —

- 2 Engines,
- 8 Box Freight Cars.

The Engines were built in this City, by Messrs. Fleming & Humbert, of the Phoenix Foundry, and the Cars at the Manufactory of the late Mr. Frederick James.

The entire Rolling Stock at this time consists of —

- 14 Engines,
- 12 first class Passenger Cars,
- 6 second class " "
- 4 Express, Mail and Baggage Cars,
- 63 Box Freight "
- 105 Platform Freight "
- 40 four-wheel Ballast "
- 4 Snow Ploughs,
- 19 Hand Cars.

The Box Freight Cars were last year erroneously given as 64. The number should have been 55.

The Casualties have been as follows :—

Alex. McDonald, a Trackman, when working the Flange Cleaner, near Cook's Brook, on the 17th January last, fell from the Car. His arm and shoulder being crushed by the wheels, he died on the evening of the following day.

Wm. Bannister, a Brakeman, in attempting to get up between two Box Cars, at Salisbury on the 18th June, for the purpose of *shackling*, when the Cars were moving, fell over the rail and was instantly killed.

When shifting Cars at Sussex, about 10 o'clock, on the evening of 3rd October, one Car ran over the instep of the foot of a man named Clarke, who, as it afterwards appeared, had been lying asleep between the Tracks with one foot extended over the Rail.

Garrett Cotter, a passenger on the last evening down Train from Sussex, on the 2nd October, when about one mile west of Norton Station, in attempting to pass from a

Baggage Car to an open seated Platform, fell between, the rear Cars of the Train passing over his arm and shoulder. He died during the night.

Graham Heard, a Trackman, when turning a Hand Car, between North River and Salisbury, on the 21st October, was thrown therefrom by the action of the crank. The Car passing over him, he received such injuries as I have understood caused his death about three weeks after.

"The Staff," as constituted at the close of the year is given in the appendix.

Mr. Henry A. Whitney has since been appointed Locomotive Foreman, in the room of Mr. Z. Lord. Mr. H. D. McLeod promoted to a Clerkship in this office, vacant by the resignation of Mr. William Forster; and Mr. C. F. Olive has been made Station Master at Sussex.

In the Appendix will also be found a synopsis of the stores on hand at the close of the year.

During the early part of the past season arrangements were entered into with the "International Steamship Company," whose steamers ply between this City and Eastport, Portland and Boston, and the Agents of the Steamers connecting with the Railway at Point du Chene for Bedeque, Charlottetown and Pictou on the one hand, and Richibucto, Miramichi, Bathurst, Dalhousie, Paspébiac, Gaspé and Quebec on the other, by which a system of through ticketing and freightage, was established at reduced rates. This arrangement has been productive of beneficial results, and by it the traffic may, and no doubt will, be fostered and encouraged.

The steamers referred to, as connecting with the Terminus in the Gulf of St. Lawrence, have, to the extent of their capacity and accommodation, when on the route, performed the service faithfully and well, and while we are disposed to award them every credit for the manner in which they have been conducted, and the regularity with which the connections have been made, particularly in the case of the "Westmorland," there is little use in screening the fact, that the time has arrived when steamers of much superior character are required for the purposes of this trade, and I am pleased to observe, that the Government of Prince Edward Island have taken the initiative in this most important matter, and are about to secure steamers for the route to Charlottetown and Pictou, which they propose shall be of a superior build,

and equal in internal arrangements and accommodations to the first class Steamships, which have, during the past season, been running between this City and Boston.

It is their intention, I have understood, to keep up the connection with Shediac and Charlottetown three times, instead of twice per week, as hitherto.

The route between Shediac and Miramichi ought to be as well cared for. A steamer suitable in size, economical in the consumption of fuel, with light draught of water, capable of an average speed of twelve to fifteen miles per hour, and having first class internal arrangements, to run each way three times per week, is that which the importance of this connection requires, and, it is hoped, will ere long in some manner, be provided. Were there such a vessel, and were the steamers, which now leave Quebec, during the summer months, alternately every week, to come no further than Miramichi, an arrangement could be made which would likely give satisfaction, promote travelling, and prove conducive to the general good.

Towards the close of the season an arrangement was made with the Agents of the Steamer "New York" similar to that entered into with the "International Company," but some time being necessarily occupied in completing the details, very little business was transacted under it.

Arrangements were also entered into with the owner of the Steamer "Westmorland," the proprietor of the line of Coaches between Pictou and Truro, and the "Nova Scotia Railway" (and up to the close of the season were awaiting the assent of the owners of the "Emperor," which will likely be given in time to give them effect, early the ensuing season) to establish a system of "*Round Trip*" Tickets at reduced rates, by which a party, for example, might for a certain fixed sum, be privileged to go by rail to Shediac, steamer to Charlottetown and Pictou, Coach to Truro, Rail to Halifax and Windsor, and thence by steamer again to St. John, stopping over at any point or points for any time within the limits of the Ticket. Tickets to be sold at any place within the circle, and obtained for either direction.

The arrangement can be extended westward, and if proper facilities are afforded, another circle may be formed in the same way to include Richibucto, Miramichi, Bay Chaleur, Quebec, Montreal, Portland and St. John. The object, as may be observed, is to promote pleasure travelling, and it is expected the plan will be carried into effect the ensuing Summer, with advantage to all concerned.



The completion of a Water Terminus at St. John is of the highest importance. It would afford additional facilities in forwarding the general business, stimulate the development of new branches of industry along the line of Railway, and be productive of a largely increased Revenue.

I have the honor to be,

Sir,

Your obedient servant,

L. CARVELL.

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# APPENDIX.

## SUPERINTENDENT'S REPORT.

### STATEMENT OF CARS.

No.	CLASS.	BUILDERS.	PLACED ON LINE.	WEIGHT. in lbs.
1	First.	Gilbert Eaton & Co.,	August 20, 1857.	27,310
2	Do.	do.	" " "	27,100
3	Do.	do.	July " "	27,530
4	Do.	Frederick James,	May 24, 1858.	28,290
5	Do.	do.	July 1, "	27,400
6	Do.	do.	April 1, 1859.	25,420
7	Do.	do.	" " "	25,700
8	Do.	Harris & Allan,	May 1, 1860.	25,920
9	Do.	do.	" " "	26,040
10	Do.	do.	July " "	26,300
11	Do.	do.	" " "	26,320
12	Do.	Frederick James,	August " "	42,160
1	Second.	Gilbert Eaton & Co.,	August 20, 1857.	26,300
2	Do.	do.	" " "	26,450
3	Do.	Frederick James,	June 1, 1859.	24,500
4	Do.	do.	" " "	24,500
5	Do.	do.	Nov. 1, "	24,000
6	Do.	do.	" " "	24,170
1	Express.	Frederick James,	August 15, 1860.	27,100
2	Do.	do.	" " "	27,000
3	Do.	do.	" " "	26,700
4	Do.	do.	" " "	27,100
1	Box Freight.	Portland Co.	May 17, 1857,	15,823
2	Do.	Harris & Allan,	June 1, 1857,	15,743
3	Do.	do.	" " "	15,203
4	Do.	do.	" " "	14,823
5	Do.	do.	" " "	16,323
6	Do.	do.	" " "	15,903
7	Blank.	Blank.		
8	Do.	Portland Co.	August 20, 1857,	14,770
9	Do.	do.	" " "	14,720
10	Do.	do.	" " "	14,720

## STATEMENT OF CARS. — CONTINUED.

No.	CLASS.	BUILDERS.	PLACED ON LINE.	WEIGHT. In lbs.
11	Box Freight.	Portland Co.	August 20, 1857.	15,080
12	Do.	do.	" "	14,750
13	Do.	do.	" "	14,650
14	Do.	do.	" "	14,450
15	Do.	do.	" "	14,610
16	Do.	do.	" "	14,990
17	Do.	do.	" "	14,450
18	Do.	do.	" "	14,270
19	Do.	Frederick James,	Decem'r. 1, 1859.	16,023
20	Do.	do.	" "	16,373
21	Do.	do.	" "	16,173
22	Do.	do.	" "	15,953
23	Do.	do.	" "	15,873
24	Do.	do.	" "	15,953
25	Do.	do.	" "	16,773
26	Do.	do.	" "	16,573.
27	Do.	do.	" "	16,523
28	Do.	do.	" "	16,443
29	Do.	do.	" "	16,473
30	Do.	do.	" "	16,493
31	Do.	do.	" "	16,273
32	Do.	do.	" "	16,673
33	Do.	do.	" "	16,000
34	Do.	do.	" "	15,723
35	Do.	do.	October 15, 1860.	15,723
36	Do.	do.	" "	15,973
37	Do.	do.	" "	15,933
38	Do.	do.	" "	15,943
39	Do.	do.	" "	16,000
40	Do.	do.	" "	15,923
41	Do.	do.	" "	15,943
42	Do.	do.	" "	15,973
43	Do.	do.	" "	16,123
44	Do.	do.	" "	16,073
45	Do.	do.	" "	16,123
46	Do.	do.	" "	15,903
47	Do.	do.	" "	15,673
48	Do.	do.	" "	15,943
49	Do.	do.	" "	15,923
50	Do.	do.	" "	15,773
51	Do.	do.	" "	15,673
52	Do.	do.	" "	15,793
53	Do.	do.	January 1, 1861.	15,773
54	Do.	do.	" "	15,903
55	Do.	do.	" "	15,873
56	Do.	do.	" "	16,123

## RAILWAY COMMISSIONERS' REPORT.

39

## STATEMENT OF CARS. — CONTINUED.

WEIGHT. In lbs.	No.	CLASS.	BUILDERS.	PLACED ON LINE.	WEIGHT. In lbs.
15,080	57	Box Freight.	Frederick James,	July 1, 1861.	15,673
14,750	58	do	do	" "	15,693
14,650	59	do	do	" "	15,773
14,450	60	do	do	" "	15,773
14,610	61	do	do	" "	15,823
14,990	62	do	do	" "	15,843
14,450	63	do	do	" "	15,703
14,270	64	do	do	" "	15,693
16,023					
16,373	1	Platform Freight.	Harris & Allan,	March 17, 1857.	14,600
16,173	2	do	Portland Co.	May 1, 1857.	13,700
15,953	3	do	do	" "	13,260
15,873	4	do	do	" "	13,900
15,953	5	do	do	" "	13,860
16,773	6	do	do	" "	13,855
16,573.	7	do	do	" "	13,850
16,523	8	do	do	July 1, 1857.	13,900
16,443	9	do	do	" "	13,910
16,473	10	do	do	" "	13,993
16,493	11	do	do	" "	13,973
16,273	12	do	do	" "	13,673
16,673	13	do	do	" "	13,773
16,000	14	do	do	" "	14,013
15,723	15	do	do	" "	14,003
15,723	16	do	do	" "	13,773
15,973	17	do	do	" "	13,923
15,933	18	do	do	" "	13,473
15,943	19	do	do	" "	13,973
16,000	20	do	do	" "	13,973
15,923	21	do	do	" "	13,993
15,943	22	do	do	" "	13,903
15,973	23	do	do	" "	13,573
16,123	24	do	do	" "	13,423
16,073	25	do	do	" "	13,473
16,123	26	do	Harris & Allan,	March 17, 1857.	14,450
15,903	27	do	do	" "	14,640
15,673	28	do	do	" "	14,650
15,943	29	do	do	" "	14,655
15,923	30	do	Frederick James,	July 15, 1858.	16,220
15,773	31	do	do	" "	16,273
15,673	32	do	do	" "	16,283
15,793	33	do	do	" "	15,223
15,773	34	do	do	" "	13,923
15,903	35	do	do	Novem'r 1, 1859.	15,743.
15,873	36	do	do	" "	15,733
16,123					

## STATEMENT OF CARS. — CONTINUED.

No.	CLASS.	BUILDERS.	PLACED ON LINE.	WEIGHT. in lbs.
37	Platform Freight.	Frederick James,	Novem'r. 1, 1859.	14,893
38	do	do	" "	14,873
39	do	do	" "	15,000
40	do	do	" "	15,073
41	do	do	" "	15,773
42	do	do	" "	15,773
43	do	do	" "	15,773
44	do	do	" "	15,973
45	do	do	" "	15,503
46	do	do	" "	15,523
47	do	do	" "	15,023
48	do	do	" "	15,003
49	do	do	" "	15,073
50	do	do	" "	15,023
51	do	do	" "	14,923
52	do	do	" "	14,933
53	do	do	" "	14,953
54	do	do	" "	14,873
55	do	do	" "	15,073
56	do	do	" "	15,223
57	do	do	" "	15,273
58	do	do	" "	15,183
59	do	do	" "	15,023
60	do	do	" "	15,043
61	do	do	" "	15,613
62	do	do	" "	15,673
63	do	do	" "	15,383
64	do	do	" "	15,073
65	do	do	July 1, 1860.	15,073
66	do	do	" "	15,123
67	do	do	" "	14,973
68	do	do	" "	15,273
69	do	do	" "	14,793
70	do	do	" "	15,273
71	do	do	" "	14,873
72	do	do	" "	14,893
73	do	do	" "	14,923
74	do	do	" "	15,473
75	do	do	" "	15,503
76	do	do	" "	15,073
77	do	do	" "	15,113
78	do	do	" "	15,673
79	do	do	" "	15,173
80	do	do	" "	14,973
81	do	do	" "	15,493
82	do	do	" "	14,993

## STATEMENT OF CARS. — CONTINUED.

WEIGHT. in lbs.	No.	CLASS.	BUILDERS.	PLACED ON LINE.	WEIGHT. in lbs.
14,893	83	Platform Freight.	Frederick James,	July 1, 1860.	14,833
14,873	84	do	do	" "	15,473
15,000	85	do	do	" "	15,003
15,073	86	do	do	" "	14,973
15,773	87	do	do	" "	15,073
15,773	88	do	do	" "	15,323
15,773	89	do	do	" "	14,773
15,973	90	do	do	" "	14,673
15,503	91	do	do	" "	14,773
15,523	92	do	do	" "	14,873
15,023	93	do	do	" "	14,723
15,003	94	do	do	" "	14,743
15,073	95	do	do	" "	15,073
15,023	96	do	do	" "	15,093
14,923	97	do	do	" "	15,323
14,933	98	do	do	" "	14,943
14,953	99	do	do	" "	14,923
14,873	100	do	do	" "	14,803
15,073	101	do	do	" "	14,873
15,223	102	do	do	" "	14,773
15,273	103	do	do	" "	14,873
15,183	104	do	do	" "	14,773
15,023	105	do	do	" "	14,723

15,043  
 15,613  
 15,673  
 15,383  
 15,073  
 15,073  
 15,123  
 14,973  
 15,273  
 14,793  
 15,273  
 14,873  
 14,893  
 14,923  
 15,473  
 15,503  
 15,073  
 15,113  
 15,673  
 15,173  
 14,973  
 15,493  
 14,993

## SYNOPSIS OF STORES ON HAND, 31ST OCTOBER, 1861.

Depot, Saint John,	-	-	-	-	11,410 01	
Machine shop,	-	-	-	-	9,805 96	
Repair Shop,	-	-	-	-	8,963 19	
						30,179 16
Saint John Station,	-	-	-	-	87 99	
Rothsay Station,	-	-	-	-	51 41	
Ossekeag Station,	-	-	-	-	80 93	
Norton Station,	-	-	-	-	66 30	
Apohaqui Station,	-	-	-	-	52 97	
Sussex Station,	-	-	-	-	197 46	
Penobsquis Station,	-	-	-	-	52 46	
Anagance Station,	-	-	-	-	52 66	
Petitecodiac Station,	-	-	-	-	57 09	
Salisbury Station,	-	-	-	-	81 46	
Moncton Station,	-	-	-	-	60 11	
Shediac Station,	-	-	-	-	65 89	
Point du Chene Station,	-	-	-	-	91 50	
						998 23
648,696 cubic feet Wood,	-	-	-	-		12,764 86
6,590 Rails,	-	-	-	-	58,758 96	
10,079 Chairs,	-	-	-	-	4,539 21	
45 Guard Rails and Frogs,	-	-	-	-	742 00	
8,628 Sleepers,	-	-	-	-	2,988 90	67,029 07
Total,	-	-	-	-		\$110,970 82

**THE STAFF.**

NAME.	OCCUPATION.	REMUNERATION.
Robert Marshall, . . .	Accountant,	\$600 per annum.
William Forster, . . .	Clerk and Operator,	500 "
James E. Tritcs, . . .	Clerk.	300 "
<i>Saint John Station.</i>		
J. Henry Beek, . . .	Station Agent,	\$2 00 per day.
Alexander McNaughton, . . .	Ticket Agent, &c.,	1 50 "
John Doherty, . . .	Clerk,	1 50 "
H. B. Baldwin, . . .	Clerk,	1 00 "
Samuel Watson, . . .	Storekeeper,	1 30 "
George McKillegan, . . .	Baggage Master,	1 25 "
Alexander Brewster, . . .	Switchman,	1 15 "
Thomas Pierce, . . .	Watchman,	26 00 per month.
Owen Sullivan, . . .	Labourer,	1 00 per day.
James Rolliston, . . .	Labourer,	1 00 "
<i>Rothsay Station.</i>		
S. E. Davison, . . .	Station Agent.	\$240 per annum.
Michael Shea, . . .	Woodman,	90 cts. per day.
<i>Ossekeag Station.</i>		
George Flewelling, . . .	Station Agent,	\$400 per annum.
Andrew Gibson, . . .	Switchman,	1 per day.
<i>Norton Station.</i>		
Richard Davidson, . . .	Station Agent,	\$340 per annum.
<i>Apohaqui Station.</i>		
A. Johnson, Jr., . . .	Station Agent,	\$300 per annum.
<i>Sussex Station.</i>		
H. D. McLeod, . . .	Station Agent,	\$500 per annum.
Thomas Burns, . . .	Watchman,	26 per month.
Robert Anderson, . . .	Switchman,	1 per day.
John Lord, . . .	Pumper and Labourer,	90 cts. per day.



## THE STAFF. — CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
<i>Penobsquis Station.</i>		
William S. Stone.	Station Agent,	\$240 per annum.
<i>Anagance Station.</i>		
J. Jodrey.	Station Agent,	\$340 per annum.
Thomas Corbett.	Switchman and Pumper.	90 cts. per day.
<i>Petitcodiac Station.</i>		
W. W. Price.	Station Agent,	\$300 per annum.
<i>Salisbury Station.</i>		
John S. Trites.	Station Agent,	\$400 per annum.
William Miller.	Switchman,	90 cts. per day.
<i>Moncton Station.</i>		
William Steadman.	Station Agent,	\$320 per annum.
James Robertson.	Freight Agent,	480 "
James Cummings.	Watchman,	24 per month.
James Connell.	Switchman,	1 per day.
John Flooks.	Labourer,	90 cts. per day.
<i>Shediac Station.</i>		
H. W. Baldwin.	Station Agent,	\$500 per annum.
B. Cleaveland.	Switchman,	1 10 per day.
<i>Point du Chene Station.</i>		
Samuel McKean.	Freight Agent,	\$50 per month.
Alexander Davidson.	Switchman,	1 per day.
<b>TRAINS.</b>		
James H. Bartlett.	Conductor,	\$2 per day.
William B. Deacon.	do	2 "
William Gonce.	do	2 "
Rendel W. Clinch.	do	2 "

## THE STAFF. — CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
TRAINS. — CONTINUED.		
James M. Decker, . . .	Conductor,	\$2 00 per day.
Robert Bustin, . . .	Baggage Master,	1 25 "
William Humbert, . . .	do	1 25 "
Nelson Cannon, . . .	do	1 25 "
Alexander Patterson, . . .	do	1 25 "
A. Rainnie, . . .	do	1 25 "
Andrew W. Scoullar, . . .	Brakeman,	1 25 "
Robert Rainnie, . . .	do	1 25 "
John McGinley, . . .	do	1 25 "
John Purvis, . . .	do	1 25 "
John Munro, . . .	do	1 25 "
TRACK.		
William Rainnie, . . .	Track Master,	\$2 50 per day.
C. F. Olive, . . .	Deputy do	1 50 "
James Rafter, . . .	Foreman,	1 40 "
Four, . . .	Trackmen,	90 "
Michael Dwyre, . . .	Foreman,	1 30 "
Three, . . .	Trackmen,	90 "
Jesse Bennett, . . .	Foreman,	1 30 "
Two, . . .	Trackmen,	90 "
James S. Brown, . . .	Foreman,	1 30 "
Three, . . .	Trackmen,	90 "
Richard Driver, . . .	Foreman,	1 30 "
Three, . . .	Trackmen,	90 "
Daniel McPherson, . . .	Foreman,	1 30 "
Three, . . .	Trackmen,	90 "
John B. Williamson, . . .	Foreman,	1 30 "
Four, . . .	Trackmen,	90 "
Thomas Sizer, . . .	Foreman,	1 30 "
Three, . . .	Trackmen,	90 "
William Smith, . . .	Foreman,	1 30 "
Three, . . .	Trackmen,	90 "
John Hewlett, . . .	Foreman,	1 30 "
Three, . . .	Trackmen,	90 "
William Stewart, . . .	Foreman,	1 30 "
Three, . . .	Trackmen,	90 "
William Stimson, . . .	Foreman,	1 30 "
Four, . . .	Trackmen,	90 "
James Ponton, . . .	Foreman,	1 30 "
Four, . . .	Trackmen,	90 "

## THE STAFF. — CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
Z. Lord,	Locomotive Foreman.	\$80 00 per month.
John Hunter,	Car Foreman.	2 00 per day.
Henry A. Whitney,	Engine Driver.	60 00 per month.
Robert M. Stevens,	do	60 00 "
William Aitken,	do	60 00 "
David Sinclair,	do	60 00 "
Joseph H. Moore,	do	60 00 "
Philip Logan,	do	56 00 "
Allan Rand,	do	56 00 "
John Stewart,	Fireman.	30 00 per month.
William Witherall,	do	30 00 "
Thomas Thorp,	do	30 00 "
Robert McAphee,	do	30 00 "
James Watson,	do	30 00 "
Charles Sloan,	do	30 00 "
Robert James,	do	30 00 "
James Wright,	Cleaner.	27 00 "
James McDermott,	do	27 00 "
John Jenner,	do	27 00 "
H. Thompson,	do	27 00 "
John Benson,	do	27 00 "
Thomas Ford,	do	27 00 "
James Gaynor,	do	27 00 "
A. Stronach,	Machinist.	1 90 per day
C. Perkins,	do	1 50 "
James Sayer,	do	1 66 "
Joseph Ruddick,	do	1 25 "
J. B. Taylor,	do	1 60 "
William Bacon,	do	1 25 "
George Smith,	do	1 50 "
George Wayne,	do	1 00 "
J. Holland,	Turner.	1 90 "
Thomas Broadman,	Coppersmith.	1 80 "
Nelson Rand,	Driving Stationary Engine.	70 "
X. Cleveland,	Painter.	1 25 "
P. Mahan,	Blacksmith.	1 50 "
William S. Chapman,	do	1 50 "
John Jones,	do	1 50 "
H. Cochran,	do	1 25 "
William Ayers,	Helper.	1 00 "
Michael Hays,	do	90 "
Samuel Milligan,	do	90 "
John Fogarty,	Carpenter.	1 25 "
James Orr,	do	1 25 "
Henry Hunter,	do	1 25 "
John Sloan,	do	1 25 "

## THE STAFF. — CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
James Dawson, . . .	Carpenter.	\$1 25 per day.
Joseph Henderson, . . .	do	1 25 "
William McKilvey, . . .	do	1 25 "
George Taylor, . . .	do	1 25 "
James Hilson, . . .	Laborer.	90 "
James Mulligan, . . .	Boy.	70 "
John Knowles, . . .	Car Cleaner.	1 00 "
John Clayton, . . .	Laborer.	1 00 "
William Duncan, . . .	Car Repairer.	1 25 "

