

SIXTH ANNUAL REPORT
OF THE
RAILWAY COMMISSIONERS
OF THE
PROVINCE OF NEW BRUNSWICK.
FOR THE YEAR
1863.

PRINTED BY ORDER OF HIS EXCELLENCY THE LIEUTENANT GOVERNOR.
IN COUNCIL, FOR THE USE OF THE HON. THE LEGISLATIVE
COUNCIL AND THE HOUSE OF ASSEMBLY.



SAINT JOHN, N. B.:
PRINTED BY CHUBB & CO., PRINCE WILLIAM STREET.
1864.

SIXTH ANNUAL REPORT
OF THE
RAILWAY COMMISSIONERS
OF THE
PROVINCE OF NEW BRUNSWICK,
FOR THE YEAR
1863.

PRINTED BY ORDER OF HIS EXCELLENCY THE LIEUTENANT GOVERNOR,
IN COUNCIL, FOR THE USE OF THE HON. THE LEGISLATIVE
COUNCIL AND THE HOUSE OF ASSEMBLY.



SAINT JOHN, N. B.:
PRINTED BY CHUBB & CO., PRINCE WILLIAM STREET.
1864.

REPORT.

RAILWAY COMMISSIONERS' OFFICE,
St. John, N. B., 12th Jan., 1864.

**To the Hon.
The PROVINCIAL SECRETARY.**

SIR —

I beg to submit, for the information of His Excellency the Lieutenant Governor in Council, accounts and reports connected with the transactions on the European and North American Railway, for the year ending 31st October, 1863.

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

The books, accounts, and vouchers connected with the traffic have been audited here by the chief clerk from the Auditor General's Office.

The following is a statement of the amounts expended on Capital Account during the year, as authorized by the Government.

Paid Contractors in settlement of accounts,	892 42
Retaining Wall at Passekeag,	427 50
Securing Trout Creek Breakwater,	1,063 13
Filling Skew Bridge, &c., East of Moncton,	626 80
Sidings, &c., Saint John Station Grounds,	632 15
Hay Market Siding Saint John,	1,625 96
Gravel received,	214 50
Boom Mill Pond,	51 95
Office Furniture,	48 42
Salisbury Platform,	35 00
Apohaqui Platform,	452 50
Enlargement Freight Office Saint John,	67 28
Engineering,	716 00
Tools and Implements,	322 30
Land Damage,	304 96
Blowers for Engines,	63 64
Improvements in Engine Head Lights,	211 80
Safety Chains for Cars,	415 32
Snow Plough improvements,	52 37
Fitting up Meat Cars, &c.,	71 24
Water Works and Drains,	191 35
Cattle Guard at Shediac,	20 09
Miscellaneous,	386 15
	\$8,892 83

— LESS —

Ballast delivered Board of Works,	425 96	
Ballast delivered St. John City Corporation,	10 50	436 46
		\$8,456 37

The net surplus for the year has been \$40,738 23.

Respectfully submitted,

R. JARDINE,

CHAIRMAN.

Dr.		CAPITAL ACCOUNT.		Cr.	
1863.				1863.	
Oct. 31	To Expenditure to date, as follows :—			Oct. 31	By Province Treasury, 4,696,288 51
	“ Engineering, per Abstract A.	216,021 11			“ Balance, - 8,206 45
	“ Permanent Way. “ B.	3,724,335 07			
	“ Buildings, “ C.	194,852 50			
	“ Rolling Stock & Machinery, “ D.	362,566 32			
	“ Miscellaneous Stock, “ E.	15,512 08			
	“ General Expenses, “ F.	64,587 07			
			4,577,874 10		
	“ Norton and Apobaqui Bridges. -	-	12,583 67		
	“ General Stores on hand. -	-	114,037 19		
			\$4,704,494 96		\$4,704,494 96
Dr.		REVENUE ACCOUNT.		Cr.	
1862.				1862.	
Dec. 31	To Provincial Treasury. - - -	3,664 99		Oct. 31	By Net Revenue, bal-
1863.				1863.	ance at date, - 3,664 99
Jan. 31	“ Provincial Treasury, - - -	5,000 00		Oct. 31	“ Pass. Traffic, - 57,832 70
Mar. 31	“ Provincial Treasury, - - -	6,000 00			“ Freight Traffic, - 61,388 78
Apr. 27	“ Provincial Treasury, - - -	6,000 00			“ Mails & Sundries, 10,051 04
Sept. 17	“ Provincial Treasury, - - -	6,000 00			“ Net Revenue this
Oct. 31	“ Provincial Treasury, - - -	10,636 80			year, - - 40,738 23
	“ Locomotive Power, per Abstract G.	28,319 75			
	“ Merchandise & Pass. Cars, “ H.	17,013 03			
	“ Maint. of Way & Buildings, J.	24,471 83			
	“ General Charges, “ K.	18,729 68			
	“ Net Revenue for current year, -	40,738 23			
	“ Balance carried to General Balance,		7,101 43		
		\$129,272 52	44,403 22		\$129,272 52 44,403 22

DR.

GENERAL BALANCE, YEAR ENDING 31st OCTOBER, 1863.

CR.

To Capital Account, Balance, - - -	8,206 45	By Baring Brothers & Co., - - -	15,144 42
" Commercial Bank, - - -	6,373 16	" Gulf Steamers, - - -	71 76
" Cash Account, - - -	83 12	" Revenue Account, - - -	7,101 43
" Arrears at Stations, - - -	1,108 35		
" Suspense Account, - - -	17 00		
" Commissioners of Public Institutions, -	40 40		
" Board of Works, - - -	1,199 75		
" Freehold Property Account, - - -	3,249 93		
" Frank Giles, - - -	92 00		
" H. W. Baldwin, (Express) - - -	212 40		
" Alexander McBean, - - -	72 23		
" Joseph H. Littlehale, - - -	49 28		
" Saint John City Corporation, - - -	21 80		
" Caleb F. Olive, - - -	83 99		
" Rotherhay Accident, (Law Expenses,) -	1,018 08		
" Bye Roads, - - -	191 60		
" LeBaron Drury, - - -	260 82		
" International Steamship Company, - -	37 25		
	<u>\$22,317 61</u>		<u>\$22,317 61</u>

RAILWAY COMMISSIONERS' REPORT.

Abstract A.
ENGINEERING.

PARTICULARS OF EXPENDITURE.	To 1862.	1863.	TOTALS.
Salaries and Office Expenses, -	111,365 63	716 00	112,081 63
Surveying, &c., - - -	48,545 03		48,545 03
Travelling and Incidentals, -	35,903 25		35,903 25
Instruments and Drawing Material,	3,313 15		3,313 15
Inspectors, - - - -	14,364 64		14,364 64
Miscellaneous, - - - -	1,813 41		1,813 41
	\$215,305 11	716 00	216,021 11

Abstract B.
PERMANENT WAY.

PARTICULARS OF EXPENDITURE.	To 1862.	1863.	TOTALS.
Labor by Contract or otherwise, -	2,528,718 50	2,725 27	2,531,443 77
Rails, Chairs, Ties, Signals, &c., -	830,696 75	2,433 89	833,130 64
Land Damage, - - - -	150,943 53	304 96	151,248 49
Miscellaneous, including Fencing, -	208,604 09	344 54	208,948 63
—LESS—			
Ballast sold, - - - -		436 46	436 46
	\$3,718,962 87	5,372 20	3,724,335 07

Abstract C.
BUILDINGS.

PARTICULARS OF EXPENDITURE.	To 1862.	1863.	TOTALS.
Terminal Stations, - - -	63,700 99	309 43	64,010 42
Stations, - - - -	76,335 12	487 50	76,822 62
Way Stations, - - - -	3,381 36		3,381 36
Wharves, - - - -	42,930 02		42,930 02
Miscellaneous, - - - -	7,708 08		7,708 08
	\$194,055 57	796 93	194,852 50

Abstract D.
ROLLING STOCK AND MACHINERY.

PARTICULARS OF EXPENDITURE.	TO 1862.	1863.	TOTALS.
Engines and Tenders, - - -	134,267 25	275 44	134,542 69
Spare Gear, - - - - -	13,267 18		13,267 18
Tools and Implements, - - -	12,828 04	322 30	13,150 34
Snow Ploughs, - - - - -	4,221 11	52 37	4,273 48
Stationary Engines, - - - -	2,282 60		2,282 60
Passenger Cars, - - - - -	44,232 33	42 29	44,274 62
Freight Cars, - - - - -	50,184 23	378 74	50,562 97
Platform Cars, - - - - -	66,081 66	65 53	66,147 19
Ballast Cars, - - - - -	27,444 00		27,444 00
Miscellaneous, - - - - -	6,621 25		6,621 25
	\$361,429 65	1,136 67	362,566 32*

Abstract E.
MISCELLANEOUS STOCK.

PARTICULARS OF EXPENDITURE.	TO 1862.	1863.	TOTALS.
Furniture in General Office, -	4,677 92	37 48	4,715 40
Furniture in Stations, - - -	9,425 26	10 94	9,436 20
Horses, Wagons, &c., &c., - -	1,143 30		1,143 30
Miscellaneous, - - - - -	204 13	13 00	217 13
	\$15,450 61	61 42	15,512 03

Abstract F.
GENERAL EXPENSES.

PARTICULARS OF EXPENDITURE.	TO 1862.	1863.	TOTALS.
Salaries, Office Expenses, &c. -	31,810 88	200 60	32,011 48
Insurance, - - - - -	933 95		933 95
Interest and Commission, - -	1,307 93		1,307 93
Postages, Printing, &c. - - -	5,936 12		5,936 12
Police Expenses, - - - - -	14,347 03		14,347 03
Miscellaneous, - - - - -	9,878 01	172 55	10,050 56
	\$64,213 92	373 15	64,587 07

Abstract G.
LOCOMOTIVE POWER.

1862.	PARTICULARS OF EXPENSES.	1863.
7,737 67	Wages to Drivers, Firemen and Cleaners, - -	7,537 18
8,980 34	Firewood, - - - - -	9,158 47
1,345 29	Oil, Tallow and Waste, - - - - -	1,059 41
2,293 69	Materials for repairing Engines and Tenders, in- } cluding packing, - - - - - }	2,220 29
5,666 05	Wages for repairing Engines and Tenders, - -	6,473 30
16 86	Repairs to Workshops and Engine Houses, -	26 13
248 14	Repairs and Renewals of Tools, Lamps, &c., -	103 83
1,332 72	Water, Pumping, and Pump and Tank Repairs, -	988 19
199 88	Small Stores, - - - - -	141 88
742 04	Miscellaneous, - - - - -	611 07
\$28,562 68		\$28,319 75

Abstract H.
MERCHANDISE AND PASSENGER CARS.

1862.	PARTICULARS OF EXPENSES.	1863.
7,428 25	Wages to Conductors, Brakemen and Porters, -	7,072 65
867 77	Oil and Waste for Packing Cars, - - - - -	849 95
1,606 14	Materials for Repairing Cars, - - - - -	2,325 21
2,215 10	Wages for Repairing Cars, - - - - -	3,466 09
220 74	Repairs to Workshops, Cranes, Tools and Implements. } including repairs and renewal of Lamps, &c. }	123 32
14 28	Small Stores used on Trains, - - - - -	110 76
1,574 73	Wages to Switchmen, - - - - -	1,389 92
173 83	Fuel, - - - - -	145 89
117 67	Extra Labor, Loading and Discharging Freight, -	221 96
748 08	Miscellaneous, - - - - -	1,307 28
\$14,966 59		\$17,013 03

Abstract J.
MAINTENANCE OF WAY AND BUILDINGS.

1862.	PARTICULARS OF EXPENSES.	1863.
12,741 42	Track-master, Foremen and Laborers' Wages, -	16,335 37
769 53	Rails, Chairs, Spikes, Fittings, Sleepers, &c., -	2,012 54
352 55	Repairs to Stations, Wharves, Buildings, Platforms, -	305 81
769 95	Portion of Resident and Assistant Engineers' Salaries and Expenses, - - - - - {	715 93
34 47	Small Stores, - - - - -	16 58
643 94	Repairs to Snow Ploughs and Flange Cleaners, -	131 06
521 36	Repairs and renewal of Hand Cars, Tools and Implements, - - - - - {	441 07
4,106 23	Extra Labor shovelling Snow and cutting Ice, -	.. ..
2,992 53	Miscellaneous, including Fencing, - - - - -	4,513 47
\$22,931 98		\$24,471 83

Abstract K.
GENERAL CHARGES.

1862.	PARTICULARS OF EXPENSES.	1863.
2,330 37	Portion of Commissioners' Salary and Office Expenses, -	2,594 06
3,344 01	Salaries of Superintendent, Accountant, Clerks and Office Expenses, - - - - - {	3,056 49
6,909 13	Salaries to Station Agents, Clerks and Watchmen, -	7,285 44
546 51	Stationery used at Stations, - - - - -	568 80
339 18	Damage to Goods, &c., - - - - -	209 92
1,248 63	Insurance, - - - - -	1,219 50
742 09	Advertising, Printing, and Tickets, - - - - -	546 85
2,154 76	Fuel, Oil, and Incidental Expenses at Stations, -	1,504 29
2,407 28	Rothsay Accident, - - - - -	546 36
1,151 52	Miscellaneous, - - - - -	1,197 97
\$21,173 48		\$18,729 68

RECAPITULATION OF CAPITAL EXPENDITURE.

CLASSIFICATION.	Expended per last Report.	Expenditure this year.	TOTAL.
Engineering.	215 305 11	716 00	216 021 11
Permanent Way.	3 718 962 87	5 372 21	3 724 335 07
Buildings.	194 055 57	796 93	194 852 50
Rolling Stock and Machinery,	361 429 65	1,136 67	362 566 32
Miscellaneous Stock,	15 450 61	61 42	15 512 03
General Expenses,	64 213 92	373 15	64,587 07
Total,	\$4,569,417 73	8,456 37	4,577,874 10

RESIDENT ENGINEER'S REPORT.

ENGINEER'S OFFICE,

Saint John, N. B., Dec. 19th, 1863.

R. JARDINE, Esq.,

Chairman of Railway Board.

SIR,—

I beg leave to submit the following report for the year ending October 31st, 1863.

I have to report generally, that the Railway is in excellent repair. Every structure on the line was carefully examined during the Summer and all requisite repairs were at once made.

The Bridge at South Cove, near Shediak, mentioned in a former report was rebuilt in the early part of the Summer. The new structure, though differing from the former somewhat in design, is, as was the former, a Pile Bridge.

A Freight Platform 125 feet long by 25 feet wide, with approaches, has been built at Apohaqui. The Freight Platform at Salisbury has been raised and made more convenient for the loading of heavy freight.

The Wing-dam of Trout Creek Bridge having been somewhat injured by the freshet of last autumn, and the structure not being sufficiently strong to resist the force of the stream, I considered it necessary to have it protected for about two-thirds of its length with sheet piling of deals and extra rip-rap. Should the stream change its bed, as it is quite probable it may in that gravelly formation, it will become necessary to extend this sheet piling the whole length of the dam. A failure in this dam might result in the destruction of some two or three hundred feet of the embankment which carries the main track. This will account for so much having been expended on a work apparently insignificant in itself.

The Skew Bridge at Humphrey's Crossing (so called) about a mile east of Moncton being considered unsafe and difficult to rebuild, it was decided to fill it up. The owner of the land has easy access to all parts of it from the public roads, which bound

it on the Southern and Eastern sides. Should it, however, be considered desirable to allow him another crossing, one could be constructed at small cost, under the eastern span of Hall's Creek Bridge.

The Sidings which have been put in since the last Report are the Haymarket Siding, St. John, and some extensions of those in the Saint John Station Yard. The former was built under the supervision of the City Engineer, Mr. Peters, subject only to my final inspection and approval before being opened for traffic.

The Four Mile and Hammond River Bridges have been entirely repainted, and the Trout Creek, Salmon River, and Peticodiac River Bridges partially so.

A small expenditure was necessary to complete the Shediac Waterworks.

Some fencing was destroyed by fire during the summer, and has been rebuilt.

I do not recollect having before seen the ditches in so bad a state as they were after the thaws of last spring—some of the slopes gave way to an extent which I certainly did not anticipate. The cause of this must have been that owing to the fall of snow not being sufficient to cover the slopes, the frost penetrated to an unusual depth, and the consequent disturbance in the spring was proportionately greater. A retaining wall was found necessary in the cutting on the Passekeag Summit. The expense of maintenance over the whole line has been materially increased by having to remove so much "slurry" from the ditches.

A careful supervision and inspection of the track in general and of the Bridges in particular have been constantly kept up. With respect to the Bridges, more especially those of wood, this becomes more and more necessary every year. The structures of all kinds have so far stood admirably, and those repairs which have been needed, have been only such as resulted from natural causes.

I am, Sir,

Your obedient servant,

J. EDWARD BOYD,

RESIDENT ENGINEER.

EUROPEAN AND NORTH AMERICAN RAILWAY.

GENERAL SUPERINTENDENT'S OFFICE,
St. John, N. B., 30th Dec., 1863.

To R. JARDINE, Esq.,
Chairman.

SIR,—

I have now to submit, for the consideration of the Commissioners, a Report on the operations of the Railway for the last fiscal year.

Compared with the previous year the business has proved good, whilst the expenses have been but very slightly increased.

The Receipts, of which \$57,832.70 are for Passengers: \$61,388.73 for Freight; and \$10,051.04 for Mail transportation, Express, use of Engines and Cars, Rents, Storage, &c., amount to \$129,272.52, whilst the Expenses, of which \$28,319.75 are for running and repairing the Locomotives: \$17,013.03 for operating and repairing Cars: \$24,471.83 for the maintenance of Bridges, Culverts, Roadway, Fences, Stations and other Buildings; and \$18,729.68 for Station and other general expenses, reach \$88,534.29, which gives a net Revenue of \$40,738.23 against \$20,005.55 the previous year. The Increase has been in:—

Passengers,	6,450 48
Freight,	14,604 25
Mails and Sundries,	577 51

— LESS INCREASE IN —

	Total, \$21,632 24
Operating and Repairing Cars,	2,046 44
Maintenance,	1,539 85

— DEDUCTING —

	\$3,586 29
Decrease in Running and Repairing Locomotives, 242 93	
General Charges Account, 2,443 80	2,686 73
	899 56

Shews the Net Increase to be	\$20,732 68
Which, if added to the Net Revenue the previous year,	20,005 55
Will give the Net Revenue the past year, as previously stated,	\$40,738 23

Further information will be found in greater detail, on reference to the Classified Monthly Statements, which follow:—

CLASSIFIED MONTHLY STATEMENT OF REVENUE.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS AND SUNDRIES.		TOTALS.	
	1862.	1863.	1862.	1863.	1862.	1863.	1862.	1863.
November,	4,342 25	3,990 22	4,396 77	4,974 16	1,101 33	1,021 37	9,840 35	9,985 75
December,	3,838 44	4,704 43	3,343 48	5,208 43	1,171 34	562 62	8,353 26	10,475 48
January,	2,273 15	3,211 23	2,891 37	3,716 24	1,078 32	638 02	6,242 84	7,565 49
February,	1,781 53	2,711 08	2,816 94	5,406 45	421 75	440 66	5,020 22	8,558 19
March,	2,535 65	2,893 58	3,417 24	5,910 62	413 07	402 67	6,365 96	9,206 87
April,	3,495 30	3,952 95	4,045 22	5,826 78	618 10	625 37	8,158 62	10,405 10
May,	4,573 81	5,058 69	5,553 62	5,163 93	525 34	1,057 97	10,652 77	11,280 59
June,	4,862 77	5,206 59	4,201 46	4,607 36	412 34	1,098 67	9,476 57	10,912 62
July,	7,750 33	6,485 13	4,657 03	4,840 84	592 51	1,396 67	12,999 87	12,722 64
August,	6,141 28	6,892 18	3,587 17	4,422 29	1,166 37	1,158 22	10,894 82	12,472 69
September,	4,855 34	6,591 28	2,554 81	4,483 73	1,139 64	1,151 90	8,549 79	12,226 91
October,	4,932 37	6,135 34	5,319 42	6,827 95	833 42	496 90	11,085 21	13,460 19
Total, . . .	\$51,882 22	57,832 70	46,784 53	61,388 78	9,473 53	10,051 04	107,640 28	129,272 52

CLASSIFIED MONTHLY STATEMENT OF EXPENSES.

MONTHS.	LOCOMOTIVE POWER.		MERCHANDISE & PASSENGER CARS.		MAINT. OF WAY AND BUILDINGS		GENERAL CHARGES.		TOTALS.	
	1862.	1863.	1862.	1863.	1862.	1863.	1862.	1863.	1862.	1863.
November, . . .	2,328 98	2,162 48	1,170 84	1,174 28	1,483 20	1,164 28	1,579 33	1,318 92	6,562 35	5,819 96
December, . . .	1,970 33	2,524 10	1,200 79	1,341 13	1,138 16	1,085 27	1,515 45	1,380 30	5,824 73	6,330 80
January,	2,936 78	2,226 64	1,166 33	1,396 15	2,247 20	966 78	1,703 41	1,565 58	8,053 72	6,155 15
February,	3,152 90	2,225 93	1,058 03	1,038 56	2,735 98	893 22	1,498 41	1,450 10	8,445 32	5,607 81
March,	2,781 92	2,352 64	1,345 75	1,140 96	1,602 96	1,208 32	1,925 23	1,226 55	7,655 86	5,928 47
April,	2,066 43	2,201 19	1,360 23	1,546 97	1,434 63	1,681 01	2,018 98	1,275 84	6,880 27	6,705 01
May,	2,223 41	2,293 04	1,429 52	1,762 51	1,761 00	2,412 84	1,823 95	1,761 34	7,237 88	8,234 73
June,	2,002 41	2,550 30	1,346 63	1,404 35	1,651 56	2,921 55	1,608 51	1,345 40	6,609 11	8,230 60
July,	2,216 58	2,302 70	1,243 74	1,626 85	2,205 57	3,841 84	1,543 27	1,284 91	7,209 16	9,056 30
August,	2,920 96	2,349 21	1,266 80	1,547 78	2,217 29	3,002 59	1,522 71	1,690 53	7,927 76	8,590 11
September, . . .	2,157 16	2,661 37	1,109 38	1,547 96	2,287 69	2,812 18	2,009 01	2,359 20	7,563 24	9,380 71
October,	1,804 82	2,453 15	1,268 55	1,485 53	2,166 74	2,481 95	2,425 22	2,071 01	7,665 33	8,494 64
Total, . .	\$28,562 68	28,319 75	14,966 59	17,013 03	22,931 98	24,471 83	21,173 48	18,729 68	87,634 73	88,534 29

PASSENGER STATEMENT.

MONTHS.		LOCAL.				THROUGH.				BOTH.			
		EAST.	WEST.	TOTAL.	MILEAGE.	EAST.	WEST.	TOTAL.	MILEAGE.	EAST.	WEST.	TOTAL.	MILEAGE.
November,	3 019	2 809	5 828	151 813	183	226	409	13 590	3 202	3 035	6 237	198 433	
December,.	3 970	4 027	7 997	229 807	115	142	257	27 288	4 085	4 169	8 254	257 095	
January,...	3 701	3 346	7 047	146 348	70	77	147	15 582	3 771	3 423	7 194	161 930	
February,...	2 614	2 489	5 103	122 032	57	63	120	12 720	2 671	2 552	5 223	134 752	
March,....	2 477	2 530	5 007	126 988	92	78	170	18 022	2 569	2 608	5 177	145 010	
April,.....	3 333	3 416	6 749	175 627	129	125	254	26 982	3 462	3 541	7 003	202 609	
May,.....	4 523	3 308	7 831	190 334	318	293	611	65 304	4 841	3 601	8 442	255 638	
June,.....	4 367	3 800	8 167	191 785	364	341	705	75 356	4 731	4 141	8 872	267 141	
July,.....	6 828	5 710	12 538	237 331	363	508	871	92 833	7 191	6 218	13 409	330 164	
August,...	15 567	15 181	30 751	343 708	357	458	815	87 045	15 924	15 642	31 566	430 753	
September,	9 715	9 469	19 184	275 471	359	486	845	90 301	10 074	9 955	20 029	365 772	
October,...	4 333	4 023	8 356	216 209	378	548	926	98 900	4 711	4 571	9 282	315 109	
Totals.	1863	64,447	60,111	124,558	2,410,483	2,785	3,345	6,130	653,923	67,232	63,456	130,688	3,064,406
	1862	67,002	60,140	127,142	2 223,991	2,529	2,423	4,952	529,010	69,531	62,563	132,094	2,753,001

FREIGHT STATEMENT.

MONTHS.	LOCAL.				THROUGH.				BOTH.				
	EAST.	WEST.	TOTAL.	MILEAGE.	EAST.	WEST.	TOTAL.	MILEAGE.	EAST.	WEST.	TOTAL.	MILEAGE.	
November,.	537	1,353	1,890	57 807	390	471	861	92,789	927	1,824	2,751	150,596	
December,.	677	2,578	3,255	112 963	200	150	350	37,541	877	2,728	3,605	150,504	
January, ..	648	2,102	2,750	93 843	95	62	157	16,624	743	2,164	2,907	110,467	
February,...	725	4,307	5,032	186,704	182	166	348	36,293	907	4,473	5,380	222,997	
March,....	589	4,997	5,586	237 616	177	92	269	28 432	766	5,089	5,855	266 048	
April,.....	910	4,450	5 360	233,706	189	192	381	36,589	1,099	4,642	5,741	270,295	
May,.....	270	1,942	2 212	93,445	538	338	876	94,165	808	2,280	3,088	187,610	
June,.....	702	1,908	2,610	108,095	394	151	545	58,667	1,096	2,059	3,155	166,762	
July,.....	1,146	1,812	2,958	120,682	330	217	547	58 618	1,476	2,029	3 505	179,300	
August,....	766	1,410	2,176	104 162	300	219	519	56,083	1,066	1,629	2,695	160,245	
September,	487	1,151	1,638	77,083	260	604	864	92,925	747	1,755	2,502	170,008	
October,..	623	2,286	2,909	125,752	407	834	1,241	134,835	1,030	3,120	4,150	260,587	
Total Tons.	1863.	8,080	30,296	38,376	1,551,858	3,462	3,496	6,958	743,561	11,542	33,792	45,334	2,295,419
	1862.	9,821	18,070	27,891	812,466	2,397	2,500	4,897	525,407	12,218	20,570	32,788	1,337,873

RAILWAY COMMISSIONERS' REPORT.

MONTHLY ABSTRACT OF LOCOMOTIVE RETURNS.

MONTHS.	Hours in Steam	MILES RUN BY			CONSUMPTION.					AVERAGE.					
		Engines.	Cars.	Snow Plow.	Wood in Cubic ft.	Pints Oil.	Tallow, lbs.	Waste, lbs.	Cars to 1 Mile Run.	P. w. to 1 Mile Run	Miles to 1 Hour in Steam	Cubic Feet of Wood, per 100 Miles Run.	Pints Oil and Tallow, per 100 Miles Run	lbs. Waste per 100 Miles Run.	
November,	1 570	11 678	68 364	152	27 675	271	160	98	5 854	-913	7 438	236 966	3 909	839	
December,	1 326	10 491	71 60	211	29 736	301	149	93	6 823	-02	7 914	283 361	4 519	886	
January,	1 280	10 572	62 30	2 2	25 753	282	116	97	5 893	-02	8 259	213 596	4 246	917	
February,	1 204	10 052	68 741	2 2	27 585	274	138	68	6 838	-021	8 348	274 423	4 289	674	
March,	1 304	10 997	76 682	1 072	3 689	252	170	67	6 972	-097	8 433	288 161	4 063	6 6	
April,	1 333	10 821	75 636	35	25 827	257	145	62	6 989	-003	8 117	238 667	3 901	568	
May,	1 667	14 128	72 132	..	25 131	349	156	101	5 105	..	8 475	177 887	3 736	718	
June,	1 987	17 108	81 676	..	28 417	388	232	87	4 774	..	8 609	166 103	3 817	504	
July,	1 990	17 636	83 639	..	25 832	327	219	121	4 712	..	8 862	146 473	3 273	69	
August,	1 980	17 891	84 795	..	25 488	380	205	137	4 739	..	9 035	142 462	3 431	764	
September,	1 981	17 717	87 166	..	28 800	348	209	126	4 928	..	8 958	162 38	3 306	709	
October,	1 718	16 773	92 741	..	31 101	352	182	130	5 588	..	8 763	185 44	3 341	773	
Totals.	1863.	19 310	165 897	936 771	1 897	333 035	3 787	2 111	1 187	5 586	-011	8 577	200 748	3 736	715
	1862	29 115	160 121	746 192	6 44	262 595	6 107	2 105	2 066	4 65	-038	7 84	225 97	5 49	1 28

— TABLE —
SHEWING BUSINESS AND EXPENSES OF THE RESPECTIVE STATIONS.

STATIONS.	NUMBER OF PASSENGERS.						TONS OF FREIGHT.						STATION EXPENSES.			
	1862.			1863.			1862.			1863.			1862.		1863.	
	Inward.	Outward.	per Cent.	Inward.	Outward.	per Cent.	Inward.	Outward.	per Cent.	Inward.	Outward.	per Cent.	Amount.	per Cent.	Amount.	per Cent.
St. John,	53,939	59,118	42.80	52,527	71,119	47.31	18,048	8,296	40.17	30,021	8,012	41.95	4,250 21	33.42	3,941 87	33.37
Rochesay,	17,250	14,781	12.12	16,446	8,381	9.5	558	205	1.16	622	154	.85	494 24	3.89	581 10	4.92
Ossekeag,	5,484	6,397	4.51	4,730	5,270	3.83	557	743	1.98	1,966	1,313	3.62	676 66	5.32	560 94	4.75
Norton,	2,604	2,931	2.10	2,901	3,077	2.29	242	1,960	3.36	304	2,627	3.21	434 55	3.42	457 75	3.87
Apohaqui,	2,723	3,187	2.24	2,702	3,308	2.34	459	1,627	3.18	504	2,552	3.37	465 67	3.66	408 90	3.46
Sussex,	5,664	5,669	4.29	6,843	6,614	5.16	1,732	2,146	5.91	2,325	4,062	7.04	1,302 18	10.24	1,309 21	11.08
Penobscuis,	1,280	1,322	.98	1,653	1,882	1.35	228	319	.84	217	878	1.21	324 98	2.56	335 15	2.83
Anagance,	965	761	.61	1,065	1,012	.79	99	312	.63	137	1,927	2.28	414 78	3.26	455 74	3.86
Peticodiac,	1,568	1,526	1.18	1,551	1,655	1.22	399	1,545	2.97	397	3,116	3.87	428 92	3.37	419 57	3.55
Salisbury,	2,099	2,219	1.64	2,466	2,419	1.87	331	1,876	3.37	380	4,330	5.19	689 63	5.42	607 94	5.15
Moncton,	5,116	4,745	3.74	5,459	5,378	4.15	3,344	1,309	7.1	3,450	2,200	6.23	1,054 49	8.29	697 84	5.91
Shediac,	4,355	5,412	3.70	4,279	6,029	3.94	2,856	845	5.64	1,897	1,298	3.52	1,215 52	9.56	956 94	8.1
Point du Chene,	2,590	1,262	1.46	3,730	2,346	2.32	1,624	2,464	6.23	2,530	3,062	6.17	965 80	7.59	1,082 93	9.15
Flag Stations,	26,457	22,764	18.63	24,336	12,078	13.93	2,311	9,141	17.46	584	9,803	11.46	..	..	..	..
Totals,	132,094	132,094	100.00	130,688	130,688	100.00	32,788	32,788	100.00	45,334	45,334	100.00	\$12,717 63	100.00	\$11,815 88	100.00

The increased charges for operating and repairing Cars, are due for the most part to repairs, rendered necessary in consequence of the additional Freight transported the past year.

The absence of snow upon the embankments and slopes of the cuttings, during the past winter, permitted the frost to penetrate to a greater depth than usual, which afterwards, as it came out, caused them to "run" much more than had been known during any previous season.

The effect of this, as well of the very heavy rains which fell during the latter part of the previous autumn, was in the spring quite apparent in the large quantity of "slurry" then in the ditches. In consequence of this the margin, which had been deemed sufficient to repair the Track and meet any possible contingency, has now been exceeded.

The savings effected in running and repairing the Locomotives will be hereafter referred to.

The decrease shewn in General Charges Account, was in part caused by the amount for repairs charged in 1862 to Rothesay Accident, and in the diminution of incidental expenses at the Stations the past year.

The increase in the Revenue from passengers, whilst the numbers are shewn to have decreased, is manifestly owing to the greater average distance travelled, and consequent advance in the average rate at which each was carried, as will appear by the statement here shewn:—

SPECIFICATION.	LOCAL.		THROUGH.		TOTALS.	
	1862.	1863.	1862.	1863.	1862.	1863.
Average Passenger Mileage,	17-192	19-352	106-827	106-675	20-841	23-448
Average receipts per passenger in cts.,	32-505	36-388	203-01	204-04	38-898	44-252
Average receipts pr pass'r pr mile, in cts.	1-858	1-88	1-9	1-912	1-866	1-887

It is, perhaps, necessary to say that the Traffic to or from Shediak or Point DuChene and St. John is entered as "through," and when to or from other Stations as "local."

The reduced charge made for Tickets sold on the Railway, by connecting steamers or *vice versa*, materially lessens the average Tariff rate for through passengers, and the ordinary through, as well as local rates are frequently reduced by the issue of Tickets to excursionists, either in parties or upon special occasions, (which is found to work well) when half the first class fares are charged, and by the issue of Family Tickets, which are now sold upon the most advantageous terms.

The local rates have also been further diminished by the carriage of Sabbath School Pic Nic parties and their guests at a much greater reduction, and this may be stated as the reason why the local and total average rate per passenger per mile, here given, are not only so much below the average local rates upon which the tariff is based; but are also below the average reduced through rate.

Whilst the average increased receipts per passenger, and per passenger per mile, were in the case of the former, in local 3·883 cents, in through ·0103 cent, in all 5·354 cents; and for the latter ·022, ·012, ·021 portion of a cent respectively; the mileage made by the local passengers has increased 8·38 per cent., the through 23·61 per cent., and the Total 11·31 per cent., as did the average distance in local 10·63, and by both 12·50 per cent.

The number of Pic Nic passengers the past year may be stated at 29,964, against 46,634 in 1862.

Outside this the local passengers will be found to have increased 14,086, or 17·49 per cent., and the through 1178, or 23·78 per cent.

The first and second class passengers compare :—

CLASS.	1862.			1863.		
	LOCAL.	THROUGH.	TOTAL.	LOCAL.	THROUGH.	TOTAL.
First,	94·044	3·854	97·898	87·695	4·646	92·341
Second,	33·098	1·098	34·196	36·863	1·484	38·347
Total, . . .	127·142	4·952	132·094	124·558	6·130	130·688

The per centage of which, as well as of those travelling East and West, also compares :—

YEAR.	1st CLASS.	2nd CLASS.	LOCAL.	THROUGH.	EAST.	WEST.
1862	74·11	25·89	96·25	3·75	52·64	47·36
1863	70·66	29·34	95·30	4·70	51·44	48·56

The system of Return Tickets, which had been in operation for sometime over the entire line, having been found to operate badly, was on 30th April last abolished. This may explain, in some degree, the increased proportion of second class passengers the past year.

I may also state that since the revision of the Passenger Tariff, which took place on the 1st May last, the rates for Season Tickets have been greatly reduced, and a person may now travel for three months between St. John and Moose Path for \$6.00, Torryburn \$8.00, Rothesay \$10.00, Quispamsis \$12.00, Nauwigewauk \$15.00, Ossekeag \$17.50; Passekeag or Bloomfield \$20.00, Norton \$21.50, Apohaqui \$24.00, and Sussex \$25.00. Children and Students being taken for *one half* these rates.

Of the Freight, which is shewn to have been 45,334 tons, and to have given an aggregate of 2,295,419 tons carried one mile, as well as a revenue of \$61,888 78; 38,376 tons, 1,551,858 tons per mile, and \$42,382 55 was due to local, and 6,958 tons, giving 743,561 tons per mile and \$19,006 23 to through traffic, which is an increase over the previous year, in per centage as follows :—

DESCRIPTION.	TONS.	TONS PER MILE.	RECEIPTS.
Local,	37 59	91 00	32 55
Through,	42 08	41 52	28 33
Total,	38 26	71 57	31 21

Thus, while the tonnage has increased more in proportion than the receipts, the mileage has done so in a greater ratio than either, which gives a much longer average distance per ton, but a rate *less* per ton, and per ton per mile than previously, as will more readily appear upon reference to the following comparative statement :—

SPECIFICATION.	LOCAL.		THROUGH.		TOTAL.	
	1862.	1863.	1862.	1863.	1862.	1863.
Average distance per ton in miles, . . .	29 13	40 13	107 29	106 86	40 80	50 63
Average receipts per ton,	\$1 14 62	\$1 10 43	\$3 02 48	\$2 73 01	\$1 42 68	\$1 35 41
Average receipts pr ton pr mile in cts., .	3 92 27	2 73 18	2 81 02	2 42 16	3 49 69	2 67 44

To the circumstance of a Freight Tariff, revised and approved, with rates very generally lessened and favoring the longer distances, as well as that a system of reduced through rates for goods to or from St. John, received or forwarded per steamers or other vessels connecting regularly with the Railway at Point Duchene, for the ports on the North Shore of New Brunswick, and Prince Edward's Island, was put in force on the first day of May last, and to the increased quantity of Fourth Class Goods, apparent in the annexed classified statement of the per centage of Freight forwarded, compared

for 1862 and 1863, may be attributed the falling off in the average receipts per ton, and per ton per mile, as shewn :—

YEAR.	1st CLASS.	2nd CLASS.	3rd CLASS.	4th CLASS.	LOCAL.	THROUGH.	EAST.	WEST.
1862	4 09	5 95	3 96	86 00	85 06	14 94	37 26	62 74
1863	3 29	5 36	3 50	87 85	84 65	15 35	25 46	74 54

It is satisfactory to note the more than proportionate improvement in the through freight the past year.

The additional Lumber business may be observed in the greatly increased preponderance of Freight going West.

This may also be discovered upon reference to a comparative descriptive statement of Freight forwarded for the past year, which will be found appended hereto.

The consideration of the character of the Traffic, as presented in these tables, will be found interesting, and it may perhaps be more easily comprehended, if the increase and decrease in per centage is here given.

The carriage of "*Live Stock*" will be found to have increased in Horses 33 33 : Horned Cattle 22 63 : Sheep 34 63 : and Calves 45 38 ; as have the "*Products of the Forests*" in Deals and Boards 73 18 : Logs 130 13 : Ship Timber 218 96 : Spars and Mast 1337 50 : Railway Sleepers 751 94 : Treennails 1591 93 ; and Laths 105 ; whilst a decrease appears in Square Timber 467 64 : Tan Bark 34 18 : Shingles 58 4 ; and Cordwood 47 41.

In "*Mineral Products*" the increase was confined to Iron and Copper 14 47. The decrease being in Coals 58 09 : Manganese 262 9 : Stone 36 19 : Lime 80 13 ; and Bricks 96 75.

"*Agricultural Products*" shew an increase in Flour in brls. 19 17 : Meal, in brls. 25 21 : Flour and Meal in bags 12 88 : Oats 18 91 : Wheat 19 02 : Barley 55 03 : Potatoes 38 91 : Butter and Cheese 40 03 ; and a decrease in Turnips 43 75 : Corn, Peas and Beans 54 92 ; and in Hay 38 09.

The "*Products of the Fisheries*" have decreased in Fish in brls. 1 52 : Dried Fish 10 82 ; and Oysters 2 85 ; whilst Salmon have increased 85 88.

Molasses transported in puncheons has increased 29 84, and decreased in *Barrels* 274 21. *Hhds. Sugar*, on the contrary, decreased 6 89 ; whilst that in *Barrels* shews an increase 33 68.

Pork has increased, when in barrels, 80·79, and in carcass ·6, as did *Beef*, Salt 247·72, and Fresh 7·12.

An increase is also shewn in *Hides* 4·13: *Leather* 52·73; and other *Merchandise* 25·49.

The following will give the per centage which the Passengers, Freight, and other earnings bear to the gross Revenue; and that which each division of the working expenses is to the whole cost of operating:—

REVENUE.	1862.	1863.	EXPENSES.	1862.	1863.
Passengers,	47·74	44·74	Locomotive Power,	32·59	31·99
Freight,	43·46	47·49	Merchandise and Passenger Cars,	17·08	19·22
Mails and Sundries,	8·80	7·77	Maintenance of Way & Buildings,	26·17	27·64
			General Charges,	24·16	21·15
Total,	100·00	100·00	Total,	100·00	100·00

The Expenses have been 68·48 per cent of the Receipts, against 81·41 the previous year.

The Earnings have been \$1,196·96, and the Expenses \$819·76 per mile of Railway the past year, against Earnings \$996·67 and Expenses \$811·43 in 1862.

Referring to some remarks which were made in former Reports, concerning the principles involved in the economical transportation of Freight, I now present a Statement giving the Weight of Freight, and of the Cars which conveyed the same, with the per centage thereof, comparatively, for the past three years:—

In Tons One Mile.	WEIGHT.			PER CENTAGE.		
	1861.	1862.	1863.	1861.	1862.	1863.
Freight,	1,446,536	1,337,873	2,295,419	27·39	30·25	35·30
Cars,	3,833,701	3,084,800	4,205,504	76·61	69·75	64·70
Both,	5,280,237	4,422,673	6,500,923	100·00	100·00	100·00

Whilst, therefore, there was a decrease the past year in the dead weight, and a corresponding increase in the useful load, of 5·05 per cent, it is still necessary that the Freight should reach a further increase of 2·20 per cent., equivalent to 37·5, before the Cars may be considered to have been loaded, on the average, fully in one direction.

This Statement, however, shews a continuous satisfactory improvement.

The Locomotives ran 165,897 miles, which is 3·41 per cent further than during the previous year.

The Car Mileage was 926,724, an increase of 24·2 per cent., and the total gross tons moved one mile by the Engines amount to 11,468,964, being 26·11 per cent. more than in 1862.

The Locomotive averages have greatly improved during the past year.

The Miles to one hour in Steam, with the Cars, Wood, Oil, and Waste, per mile run, as given in the Table, is here repeated, to which is added the consumption of the last three items per 100 tons per mile :—

SPECIFICATION.	1862.	1863.
Miles to one hour in steam,	7·84	8·57
Cars to one mile run,	4·65	5·58
Cubic feet of Wood one mile run,	2·25	2·007
Pints of Oil to one mile run,	·0549	·0373
Pounds of Waste to one mile run,	·0128	·0071
Cubic feet Wood per Hundred Tons per mile,	3·9862	2·9037
Pints Oil per Hundred Tons per mile,	·096	·054
Pounds Waste per Hundred Tons per mile,	·022	·0103

This result may in part be attributed to the almost entire absence of Snow storms during the past Winter ; but it is, nevertheless, very creditable to the Engine Drivers, that with the largely increased weight of their Trains, savings so marked should have been effected.

The Cost per mile run of the Cars, for their packing and repairs, and per hundred tons drawn one mile by the Engines is as follows :—

SPECIFICATION.	Per mile run of Cars.		Per 100 tons per mile moved by Locomotives.	
	1862.	1863.	1862.	1863.
Oil and Waste for Packing,	·1162	·0917	·9542	·7411
Repairs,	·5121	·6248	4·202	5·0495
Both,	·6283	·7165	5·1562	5·7906

The principal additional cost was for Repairs to Freight Cars, which with the charge for material for Packing, exceeded the previous year by nearly 79 5 per cent.

In this, however, some improvements made are included, as well as new canvas for many of the Box Cars, and other extraordinary repairs, which were not before found necessary.

Lumber is more cheaply transported than any other description of Goods; whilst it is at the same time the most destructive and expensive which can engage the attention of the Railway.

The following Table will show the Expenses, Receipts, and Net Revenue per mile run of the Engines, and per hundred tons hauled one mile:—

CLASSIFICATION.	Per mile run.		Per 100 Tons weight moved by Engines one mile.	
	1862.	1863.	1862.	1863.
Drivers, Firemen and Cleaners' Wages,...	4.82 cts	4.54 cts	8.5 cts	6.57 cts
Firewood used by Locomotives,.....	5.6 "	5.52 "	9.87 "	7.99 "
Oil, Tallow and Waste,.....	.84 "	.64 "	1.48 "	.92 "
Repairs to Locomotives,.....	5.12 "	5.24 "	9.04 "	7.58 "
Water, (incl'dg Pump and Tank Repairs,)	.83 "	.60 "	1.47 "	.86 "
Small Stores and Miscellaneous,.....	.59 "	.53 "	1.04 "	.77 "
Locomotive Power,.....	17.8 cts	17.07 cts	31.4 cts	24.69 cts
Merchandise and Passenger Cars,.....	9.33 "	10.25 "	16.46 "	14.83 "
Maintenance of Way and Buildings,.....	14.29 "	14.75 "	25.22 "	21.34 "
General Charges,.....	13.2 "	11.29 "	23.28 "	16.33 "
Total Expenses,.....	54.62 cts	53.36 cts	96.36 cts	77.19 cts
Total Receipts,.....	67.09 "	77.92 "	118.36 "	112.71 "
Net Revenue,.....	12.47 cts	24.56 cts	22 cts	35.52 cts

It will be observed that while the expenses attending the Operating and Repairing the Cars per mile run of the Engines were also .92 cents in excess of the previous year, the cost per hundred tons hauled one mile was 1.63 cents less.

The Locomotive Repairs exceeded those of the previous year per mile run by .12 cent, but were 1.46 cents less per hundred tons per mile.

The additional cost for Repairs was more than made up in the savings effected in running, and upon the whole the average of "Locomotive Power" was not so great by .73 cent per mile run, and 12.71 cents per hundred tons per mile, as were the Engine Expenses in 1862.

Reference to the Table before given, which gives the Inward and Outward business of the several Stations, will shew that the additional Traffic has not been productive of increased expenses thereat; but that an actual saving, equivalent to 7.63 per cent has been made.

Appended hereto will be found :—

Synopsis of Stores on hand.

Statement of Locomotives and other Rolling Stock.

Descriptive Statement of Freight forwarded, before referred to.

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

No additions have been made to the Rolling Stock during the past year.

The Engines and Cars are in very general good order, not more than the usual percentage being under or needing repairs.

The Locomotive Foreman after referring, in his report, to the condition of the several Engines, and to the fact that Thirty-Eight new Wheels have been furnished them the past year, three of which being because of the originally defective character of those replaced, says :—

"The Kennebecasis, Loostauk, and Prince Alfred, have had tires turned off during the year — the Loostauk in February; Prince Alfred in September a second time, and the Kennebecasis in October for the first time.

"The Kennebecasis, was used as a Shunting Engine, and the tires only ran 9,542 miles before being turned, while the Prince Alfred, on the regular Train ran 29,013 miles before requiring similar repairs.

"The difference of performance may be accounted for, partly in the size of the Wheel, but mainly in the nature of the service of the respective Engines.

"The only serious accident to the machinery during the year was caused by the fracture of the crosshead Key on the Ossekeag, which let the piston at liberty, and thus destroyed the Cylinder.

"The Tubes of this Engine requiring to be removed for repairs, advantage was taken of the opportunity to inspect the interior of the boiler, which was found to present a satisfactory appearance, there being no corrosion.

"Improvements have been made in the Trucks of the Loostauk, Prince of Wales, Norton and Prince Alfred, similar to those in the Peticodiac last year.

"Improved Steam Chests have also been fitted to the Kennebecasis, Peticodiac, Loostauk and Prince Alfred.

"New Steam-packed pistons have been provided the Peticodiac, with the view to test their efficiency and economy, thus far they have proved satisfactory.

"Blowers have been supplied the Kennebecasis, Peticodiac, Anagance and Norton.

"Ten of the Locomotive Head Lights have been furnished with Carton's Coal Oil Burners, a recent invention to replace those formerly in use. In many respects they are decidedly superior to the old ones.

"Since my last Report several of the Boilers have been inspected under hydrostatic pressure with the following results :—

lbs. Pressure per sq. inch.	Hercules.	Samson.	Kennebec- asis.	Peticodiac.	Ossekeag.	Norton.	Pr Alfred.
Applied,...	150	150	195	200	185	200	200
Working,...	100	100	120	120	120	120	120

"None of the Engines evinced any symptoms of weakness.

"It will be observed that the Hercules and Samson were only tested to 150 lbs. per square inch, the reason for which is that they are older and have been subjected to much harder service than the other engines tested. It was, therefore, thought prudent not to apply so severe a test and reduce the working pressure."

During the past year proper wooden coverings have been provided the running Engines, arranged so as to be easily erected over the Tender, and thus "house in" the Cab during the winter months. It protects the front of the Boiler from exposure—keeps the wood free from snow or rain—enables the Driver to save fuel, and is otherwise very useful.

Of the Cars—First Class Nos. 8, 10 and 11, were thoroughly painted and varnished outside, whilst the outside of Nos. 4, 5, 9 and 12, were properly cleaned and varnished;

Second Class Nos. 4 and 5, were painted both inside and out, as were Nos. 2 and 3 inside, and No. 3 rubbed down and varnished outside. Nos. 3 and 4 Express and Baggage Cars, were painted and varnished throughout, and Thirteen of the Box Freight Cars were painted.

Thirty-three Car Wheels have been replaced by new ones during the year, Twelve of which having been prematurely worn out, were supplied free of expense by the Manufacturer.

Twenty-one of the Cars have been fitted with Check Chains the past year, which leaves sixty sets still to be provided the Freight Cars.

The Road, Fences and Buildings are in good order.

There have been 2,443 Sleepers and 652 Chairs replaced during the past year, the former chiefly between Shediak and Moncton, and the latter West of Moncton. Of the Chairs 14 were Wrought and the balance Cast Iron.

The Sleepers removed were Hemlock, and those substituted Pine and Hachmatac.

The Bridge at South Cove, near Point du Chene, was rebuilt in the Spring of last year, in a much superior manner, at a cost of \$396 30: \$134 30 was expended in securing the foundations of the Bridge at Davidson's Cove: \$268 65 was spent in thoroughly painting the Viaduct at Hammond River, and in partially repainting the other Iron Bridges; and \$194 20 was paid for painting the stringers and otherwise repairing several of the Wooden Bridges along the line. The balance of the amount appropriated to "Maintenance of Way and Buildings,"—with the exception of \$131 06 the cost of repairing Ploughs, &c.: \$197 46 repairs to Stations: \$20 70 repairs to the Wharf at Point du Chene; and the pay of the Trackmaster with the proportion of the Engineers' Salary,—was expended upon the roadway and fences, and in clearing the ditches.

There have been two accidents the past year:—

Edward Martin, drunk, and lying upon the Track, immediately west of the curve, next east of Sussex, and about half mile distant therefrom, on 28th day of August last, as No. 4 Train passed down, was run over, and died shortly after of the injuries received.

An old man named Hiram McAlister, whilst walking upon the Track, immediately east of "Gilbert's Island," near St. John, on the 1st day of September last, was struck by No. 5 up Train, and his foot having been caught between the rail, and the

cattle guard of the Engine, as he walked astride the rail, was cut off at the ankle. He was taken care of as speedily as possible, and his leg amputated; but he subsequently died.

In both cases everything was done by the Drivers and the Train men, which it was possible they could do, to prevent the collisions, and the Coroner's Jury called to enquire concerning the matter, in either case, exonerated them and the Railway from all blame whatever in the matter.

The questions very naturally suggested by these occurrences were:—*Can any better way be devised than we now have for the protection of persons discovered in dangerous positions upon the Track?* and, failing in this, *Can persons be prevented trespassing thereon?*

The matter seriously engaged the attention of the Railway authorities; no system which would give additional security was discovered, and attention was forced to turn to the other proposition, the result of which was that after issuing a circular to Conductors, Engine Drivers and others, in which their duty in all such cases was recited, caution inculcated, and their personal responsibilities referred to, the Railway Police Magistrate was instructed to issue notices, and strictly to enforce the law which forbids persons trespassing upon the Railway, and this has been since very generally, and I may add, successfully done; but the almost insuperable difficulties connected with this whole matter are being daily made more apparent.

Regulations have also been made and steps taken more effectually to prevent Cattle or Stock going at large within the limits of the Railway.

In anticipation of the revision of the Freight Tariff and the adoption of the system of reduced through rates, before referred to, an arrangement was entered into in the Spring of last year with Mr. Thomas F. Gillespie, of Chatham, Miramichi, to run a sailing vessel between that Port and Shediac, connecting weekly with the Railway at Point Duchene during the summer, and to carry goods for or from Saint John and elsewhere on the road; he to be responsible for the Railway charges thereon and the goods after shipment, the Railway to stand in the same relation to the vessel. He to provide other vessels when requisite.

I am now enabled to state that the vessel, for the most part, has had full freights, and other crafts have had several times to be employed, that she has made her trips with great regularity, and that otherwise the arrangement has been fulfilled by Mr. Gillespie in the most satisfactory manner.

I am glad to be able to state that a steamer of proper build, dimensions, and speed, and being first class in all her appointments, has been contracted for in this City, for early Spring delivery, to run between Shediac, Bedeque, Charlottetown, and Pictou, connecting with this Railway at Point Duchene, by a company of gentlemen representing the wealth and influence of Prince Edward's Island, under circumstances which give the best assurances of success.

Annexed to this communication will also be found a small but very complete Map of the Railway and connections, which, with suitable advertisements and directions, have, in connection with the "International Steamship Company" and "Nova Scotia Railway," been published in "Appleton's Railway Guide," which circulates very freely upon all Railways and Steamboats in the United States and the Canadas, and is well calculated to attract the attention of travellers.

The great want of room to transact the business of the Railway is felt at every turn.

More extensive Freight House Room: additional Platform Freight Cars and Sidings: connection with the Harbor at St. John; as well as an efficient Steamer for the Northern Ports, to connect at Point Duchene, may be said to be foremost amongst the present most pressing necessities of the Railway.

I have the honor to be,

Sir,

Your obedient servant,

LEWIS CARVELL,

GENERAL SUPERINTENDENT.

APPENDIX. SUPERINTENDENT'S REPORT.

SYNOPSIS OF STORES ON HAND, 31ST OCTOBER, 1863.

Rails,	57,659 44	
Chairs,	3,982 73	
Sleepers,	1,730 00	
		63,372 17
Depot Stores,	11,228 68	
Machine Shop,	20,088 57	
Repair Shop,	5,492 72	
Track,	14 20	
		36,824 17
Wood, per statement below,		12,848 97
Saint John Station,	120 77	
Rothsay Station,	47 98	
Ossekeag Station,	63 54	
Norton Station,	55 06	
Apohaqui Station,	56 90	
Sussex Station,	189 58	
Penobscuis Station,	43 47	
Anagance Station,	50 63	
Peticodiac Station,	52 10	
Salisbury Station,	79 00	
Moncton Station,	77 50	
Shediac Station,	85 68	
Point du Chene Station,	69 67	991 88
Total,		\$114,037 19

WOOD.

STATIONS.	CUBIC FEET.		
	SAWN.	UNSAWN.	TOTAL.
Saint John,	29,610	...	29,610
Rothsay,	20,174	7,936	28,110
Ossekeag,	108,095	...	108,095
Norton,	1,583	...	1,583
Apohaqui, .....	...	2,400	2,400
Sussex,	109,045	8,640	117,685
Penobscuis,	470	...	470
Anagance,	16,492	...	16,492
Peticodiac,	907	...	907
Salisbury,	38,078	...	38,078
Moncton,	54,512	...	54,512
Shediac,	66,906	...	66,906
* Totals,	445,872	18,976	464,848

* Equal to 2,786 ¹¹² Cords Sawn; 118 * Cords Unawn; and in all 2,905 * Cords.

STATEMENT OF LOCOMOTIVES.

No.	NAME.	BUILDERS.	RECEIVED ON LINE.	WEIGHT.									Capacity of Tender in gals.	Cylinder.		Connection.	Drivers.				Miles Run this year.	Miles Run to date.
				LIGHT.			EQUIPPED.			On Drivers.	Diameter.	Stroke.		No.	Diameter.		Truck.	Tender.				
				Engine	Tender	Total.	Engine	Tender	Total.													
																			lbs.	lbs.		
1	Hercules,*	Boston L. Works,	June 1854	45,470	15,500	60,970	51,250	36,550	87,800	33,370	1846	17	20	Inside,	4	5	4	8	5,951	30,919		
2	Simson,*	do.	" "	45,500	15,500	61,000	51,000	36,500	87,500	33,250	1846	17	20	Do.	4	5	4	8	1,472	31,463		
3	St. John,*	Portland Co.	Dec. 1856	36,100	15,420	51,520	39,250	30,500	69,750	25,050	1908	12	20	Outside,	4	4	4	8	5,337	47,528		
4	Kennebecasis,	Boston L. Works,	Dec. 1857	31,950	10,700	42,650	35,470	20,730	56,200	35,470	1232	11	20	Do.	4	4	4	8	5,891	44,384		
5	Peticodiac,	do.	Jan. 1858	43,400	16,800	60,200	47,320	34,300	81,620	28,650	1689	14	22	Do.	4	5	4	8	7,614	86,580		
6	Seadoue,	do.	" "	43,000	15,880	58,880	47,420	34,480	81,900	28,620	1689	14	22	Do.	4	5	4	8	12,922	60,663		
7	Anagance,	do.	June 1858	48,200	17,770	65,970	52,590	38,250	90,750	33,030	1861	15	22	Do.	4	5	4	8	10,414	76,915		
8	Loostauk,	Flem'g & Humbert,	Aug. 1858	47,400	17,780	65,180	51,560	36,960	88,460	31,930	1632	14	22	Do.	4	5	4	8	13,970	80,508		
9	Osekeag,	do.	June 1859	50,650	18,920	69,570	56,030	38,100	94,130	34,550	1861	15	22	Do.	4	5	4	8	20,031	97,941		
10	Apoahqui,	do.	Aug. 1859	50,500	19,000	69,500	55,400	36,200	91,600	32,900	1861	15	22	Do.	4	5	4	8	6,682	68,329		
11	Sussex,	Spring L. Works,	Oct. 1859	37,000	14,000	51,000	42,500	26,000	68,500	24,500	1807	15	22	Do.	4	5	4	8	22,514			
12	Pr. of Wales,	Flem'g & Humbert,	July 1860	50,000	17,700	67,700	56,420	38,430	94,850	34,300	1861	15	22	Do.	4	5	4	8	29,289	73,791		
13	Norton,	do.	Nov. 1860	50,856	18,810	69,666	56,530	40,100	96,630	34,250	1862	15	22	Do.	4	5	4	8	21,049	77,647		
14	Prince Alfred,	do.	July 1861	50,200	18,180	68,380	55,550	38,850	94,400	33,850	1861	15	22	Do.	4	5	4	8	25,275	57,093		

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

Total, 165,897 856,275

OTHER ROLLING STOCK.

Designation		Miles run this year.	Miles run to date.
A	12 First Class Passenger Cars,	137,862	628,775
B	6 Second Class do. do.	131,004	660,759
Ex.	4 Express Mail and Baggage Cars,	68,725	123,700
C	63 Box Freight Cars,	301,047	1,009,396
D	105 Platform Cars,	288,136	1,498,056
E	40 Four Wheel Ballast Cars,	—	631,043
Total,		926,774	4,551,729
Pl.	4 Snow Ploughs, ran in 1863, 6,144 miles, and in 1863, 1,897 miles.		
—	19 Hand Cars.		

DESCRIPTIVE STATEMENT OF PRINCIPAL FREIGHT FORWARDED.
1862.

FROM	LIVE STOCK.				PRODUCTS OF THE FORESTS.											CORDWOOD.	
	Horses.	Horned Cattle.	Sheep.	Calves.	SUPERFICIAL FEET.		TONS OF 60 CUBIC FEET		No. Masts and Spars.	No. Railway Sleepers.	Cords Tan Bark.	No Treennails.	M. Shingles.	M. Laths and Clapboards			
					Deals and Boards.	Logs.	Ship Timber.	Sq. Timber.									
St. John,	87	46	10	2	410,025	333	18	..	..	..	..	1,000	64	76	..	..
Rothsay,	1	5	30	24	..	..	54	9	..	..	..	..	..	..	5	4,480
Ossikeag,	18	122	260	37	19,250	..	36	..	..	..	14	..	..	..	52	46,592
Norton,	5	171	410	..	..	..	657	..	..	..	..	..	..	..	124	111,104
Apohaqui,	10	112	479	111	16,000	4,500	279	..	13	..	5	11,700	109	..	65	58,240	
Sussex,	48	325	1,594	147	1,150	..	765	..	..	..	40	..	10	..	30	26,880
Penobsquis,	3	63	326	108	40,000	..	45	..	..	..	..	..	..	..	4	3,584
Anagance,	4	31	129	5	85,950	5,000	117	..	..	..	..	..	..	2	..	..
Peticodiac,	16	54	134	6	154,450	185,000	150	2	40	360	123	..	427	..	13	11,648	
Salisbury,	6	249	148	61	860,900	8,000	223	182	27	..	36	..	152	..	2	1,792	
Moneton,	75	895	306	1	8,000	..	..	..	..	..	..	..	33	..	..	..
Shediac,	32	17	240	2	9,300	..	81	..	..	..	..	..	76	12	9	8,064
Point du Chene,	21	4	171	..	45,000	..	..	..	..	..	..	..	..	..	..	..
Flag Stations,	7	44	250	157	69,000	40,500	770	..	16	..	96	1,600	5	..	865	775,040	
Total for 1862,	333	2,138	4,481	661	1,719,025	243,333	3,195	193	96	36	314	14,300	876	80	1,169	1,047,424	

1863.

FROM	LIVE STOCK.				PRODUCTS OF THE FORESTS.												CORDWOOD.	
	Horses.	Horned Cattle.	Sheep.	Calves.	SUPERFICIAL FEET.		TONS OF CUBIC FEET.		No. Masts and Spars	No. Railway Sleepers	Cords Tan Bark.	No. Treennails	M Shingles.	M. Laths and Clapboards.	Cars.	Cubic Feet.		
					Deals and Boards.	Logs.	Ship Timber.	Sq. Timber.										
Saint John,.....	101	47	9	5	243,158	..	27	..	..	..	..	166	152	..	..	
Rothsay,.....	1	9	35	38	..	4,500	9	18	..	350	..	..	..	1	896
Ossekeag,.....	27	99	112	80	890	14,940	454	..	..	7	12,000	16	..	37	33,152	
Norton,.....	13	161	635	125	7,500	..	1,035	..	..	7	6,000	..	..	89	79,744
Apohaqui,.....	22	155	477	177	..	14,500	1,135	..	6	..	89,400	..	..	29	25,984	
Sussex,.....	59	501	2,282	194	7,300	..	2,160	..	37	16	5,100	..	..	7	6,272	
Penobsquis,.....	4	34	372	125	16,000	40,000	324	..	8	380	80,000	29	..	1	896			
Anagance,.....	6	51	189	12	105,630	24,000	292	..	..	600	42,000	5	8	101	90,496	
Peticodiac,.....	13	91	315	..	465,500	264,500	468	16	56	737	16	447	..	..	..
Salisbury,.....	12	243	116	1	1,226,000	96,000	1,551	..	3	48	..	195	..	32	28,672			
Moncton,.....	104	1,170	521	2	250	50	9	..	100	..	..	43	..	74	66,304	
Shediac,.....	32	14	356	..	139,350	..	45	..	..	..	..	99	4	..	..	
Point du Chene,.....	44	1	226	..	216,000	..	..	..	..	..	..	..	..	..	..
Flag Stations,.....	6	46	388	202	549,500	101,500	2,682	..	1,170	1,000	140	7,000	..	422	378,112			
Total for 1863,.....	444	2,622	6,033	961	2,977,078	559,990	10,191	34	1,380	3,067	234	241,947	553	164	793	710,528		

RAILWAY COMMISSIONERS' REPORT.

DESCRIPTIVE STATEMENT OF PRINCIPAL FREIGHT FORWARDED.—CONTINUED.

1862.

FROM.	MINERAL PRODUCTS.						AGRICULTURAL PRODUCTS.										Tons Hay.
	Tons Coal	Tons Mangane- nese.	Tons Stone	Hbds Lime	No. Bricks	Tons Iron and Copper.	Bbbs. Flour	Bbbs. Meal	Flour, Oat, Rye, Corn & Buckwheat Meal, in lbs.	BUSHELS.						Butter and Cheese in lbs	
										Oats.	Wheat.	Barley.	Potatoes	Turnips.	Corn, peas and Beans.		
Saint John,	1,381	..	4	1,176	22,826	589	16,305	2,115	66,726	1,545	120	115	190	..	326	3,331	9
Rothsay, .....	..	..	40	..	..	..	10	6	320	6	50	..	587	..	150	812	..
Osceaga, .....	..	..	..	..	..	..	16	7	4,650	251	1	..	1,641	5	5	4,173	..
Norton, .....	..	..	..	..	..	..	2	..	36,870	3,290	..	..	1,275	2	2	14,196	..
Apohaqui, .....	..	..	..	16	..	..	10	..	201,900	8,522	..	30	1,540	200	2	35,445	84
Sussex, .....	..	225	..	..	..	..	161	6	165,038	7,334	124	251	2,467	..	..	78,570	..
Penobscuis, .....	..	..	720	1	..	1	12	4	26,370	1,112	2	..	5	490	1	22,411	..
Anagance, .....	..	..	..	..	..	2	7	..	36,660	208	9	34	719	..	..	7,381	..
Peticodiac, .....	..	..	40	9	33	..	25	..	63,339	2,723	10	70	1,073	2	3	35,378	7
Salisbury, .....	..	..	..	..	200	3	10	7	2,051	610	..	..	164	..	..	15,204	..
Moncton, .....	..	..	19	17	10,050	51	2,154	54	7,000	1,630	..	..	112	..	..	6,182	..
Shediac,	9	..	109	15	500	34	145	45	5,935	17,090	16	262	1,690	3	..	17,895	..
Point du Chene,	531	..	50	1	..	34	40	777	11,878	38,811	15	9,180	5,535	15	..	2,026	..
Flag Stations, .....	..	..	..	53	2,600	14	6	1	65,980	1,884	..	..	170	25	..	11,635	45
Total for 1862,	1,924	225	982	1,288	36,209	684	18,903	3,922	691,747	85,016	347	9,957	17,653	253	488	251,639	145

1863.

FROM.	MINERAL PRODUCTS.						AGRICULTURAL PRODUCTS.										
	Tons Coal	Tons Mangane- nese	Tons Stone.	Hhds. Lime.	No. Bricks	Tons Iron and Copper.	Bbbs. Flour.	Bbbs. Meal.	Flour, Oat, Rye, Corn & Buckwheat Meal, in lbs.	BUSHELS.							Tons Hay.
										Oats.	Wheat.	Barley.	Potatoes.	Turnips.	Corn, peas and Beans.	Butter and Cheese in lbs.	
Saint John,.....	188	..	44	610	9,900	654	19,564	2,089	46,190	1,375	21	67	448	5	231	6,030	3
Rothesay,.....	..	..	..	..	..	..	3	..	1,967	5	..	..	125	..	..	644	..
Ossekeag,.....	..	..	..	..	..	11	37	4	6,960	283	13	6	1,812	..	31	2,860	36
Norton,.....	..	..	..	..	..	1	1	1	40,935	1,967	57	..	1,032	33	42	12,330	..
Apohaqui,.....	..	..	..	10	..	1	3	1	201,230	7,624	..	40	1,955	56	2	39,599	12
Sussex,.....	15	62	..	..	..	32	301	13	137,990	8,676	126	152	2,494	..	..	110,204	..
Penobsquis,.....	..	..	..	..	..	..	32	6	29,475	1,672	8	18	1,053	3	..	25,670	..
Anagance,.....	..	..	..	..	..	..	6	..	42,265	686	8	..	903	..	..	14,074	..
Peticodiac,.....	..	..	522	..	..	..	26	6	87,585	3,565	27	..	2,181	2	2	43,250	..
Salisbury,.....	..	..	..	..	..	3	4	19	8,060	771	..	72	350	2	..	20,645	..
Moncton,.....	..	..	7	5	7,995	67	2,020	53	2,750	5,972	28	319	88	..	..	10,375	..
Shediac,.....	18	..	18	16	500	12	475	23	4,800	31,455	57	455	463	..	..	33,956	..
Point du Chene,.....	996	..	..	..	..	1	49	1,568	20,495	33,685	64	13,925	8,939	..	..	20,138	..
Flag Stations,.....	..	..	130	74	7	1	5	1	73,000	3,364	4	383	2,679	75	7	16,815	54
Total for 1863,.....	1,217	62	721	715	18,402	783	22,529	3,784	703,702	101,100	413	15,437	24,522	176	315	356,590	105

RAILWAY COMMISSIONERS' REPORT.

DESCRIPTIVE STATEMENT OF PRINCIPAL FREIGHT FORWARDED.—CONTINUED.

1862.

FROM	PRODUCTS OF FISHERIES.								PORK.		BEEF, &c.		Hides and Skins in Pounds	Pounds Leather.	Tons Merchandise of all kinds not enumerated.
	FISH.		Salmon, all kinds in lbs	Brils. Oysters	Puss Molasses	Brils Molasses	Hhds. Sugar.	Barrels Sugar.	Salt, in barrels.	Fresh, in Pounds	Salt, in barrels	Fresh in Pounds			
	Barrels	Dried in lbs.													
Saint John,	1,336	246,505	..	2	584	577	61	279	701	3 220	32	22,948	91,251	43,833	1,924
Rothsay, .....	..	..	..	..	..	1	..	..	1	406	..	270	449	..	80
Ossekeag,	1	128	..	..	..	..	..	1	..	359	..	14,591	3,102	80	41
Norton, .....	..	..	..	..	..	..	..	..	..	22 205	..	51,306	6 210	..	31
Apohaqui, .....	..	330	..	..	..	..	..	..	..	76 016	..	79 865	19 120	40	58
Sussex,	15	50	..	..	..	..	..	..	6	252 992	..	78 919	25 210	320	143
Penobsquis,	3	224	..	..	..	..	..	..	31	56,392	..	24 485	5 675	380	26
Anagance, .....	..	..	..	..	..	..	..	..	..	18 766	..	11,593	1 971	..	12
Peticodiac,	2	..	..	..	..	1	..	2	2	18 226	..	49,207	8 210	..	30
Salisbury,	1	100	..	2	..	..	..	..	..	1 550	1	5,175	3 245	7 405	25
Moncton,	164	400	..	3	8	12	1	6	5	2 020	1	8,917	2,200	50 755	351
Shediac,	3	4,245	475	942	..	5	..	..	114	10,503	..	13,158	591	2 585	81
Point du Chene,	539	16,316	91,090	1,464	..	..	..	..	86	675	10	..	..	2,170	429
Flag Stations,	3	..	..	..	1	..	..	..	1	30,075	..	22,095	3,705	50	48
Total for 1862,	2,067	268,293	91,565	2,413	593	596	62	288	953	493,405	44	382,520	170,939	107,618	3,279

1863.

FROM	PRODUCTS OF FISHERIES.								PORK.		BEEF, &c.		Hides and Skins in Pounds.	Pounds Leather.	Tons Merchandise of all kinds not enumerated
	FISH.		Salmon, all kinds in lbs.	Brls Oysters	Puns Molasses.	Brls Molasses	Hhds. Sugar	Brls Sugar.	Salt, in barrels	Fresh in Pounds.	Salt in barrels	Fresh, in Pounds			
	Barrels.	Dried in lbs.													
Saint John,	1,402	221,095	..	2	762	154	58	370	1,663	3,645	14	10,847	65,326	52,568	2,614
Rothsay,	1	..	..	..	..	..	..	..	..	820	..	100	2,675	..	81
Ossekag, .....	..	..	..	..	..	..	..	..	2	3,785	1	15,812	2,275	70	58
Norton,	1	..	..	..	..	..	..	..	1	35,231	..	77,286	11,509	380	40
Apohaqui, .....	..	..	..	..	..	..	..	..	..	82,410	..	72,675	17,955	35	45
Sussex,	16	780	..	6	..	..	..	..	9	213,669	1	68,000	24,895	3,145	127
Penobsquis,	1	536	..	..	..	..	..	..	..	58,240	..	31,886	5,310	110	47
Anagance, .....	..	..	..	..	..	..	..	..	..	18,328	..	12,839	2,632	..	39
Peticodiac,	2	..	..	..	..	1	..	3	3	20,510	..	55,810	14,468	..	24
Salisbury,	1	..	..	..	..	..	..	..	1	1,100	1	4,027	1,920	8,650	29
Moncton,	143	1,040	..	1	8	4	..	10	..	770	..	3,485	2,560	96,110	340
Shediac,	17	3,470	..	877	..	..	..	..	14	13,890	2	5,815	3,445	3,275	128
Point du Chene,	452	15,176	170,209	1,460	..	..	..	..	30	2,313	..	..	18,600	..	420
Flag Stations, .....	..	..	..	..	..	..	..	2	..	41,670	..	51,215	4,450	30	123
Total for 1863,	2,036	242,097	170,209	2,346	770	159	58	385	1,723	496,384	153	409,797	178,011	164,373	4,115

THE STAFF.

NAME.	OCCUPATION.	REMUNERATION.
Robert Marshall,	Accountant,	\$600 per annum.
James E. Trites,	Telegraph Operator and Clerk,	500 "
Howard D. McLeod,	Clerk,	500 "
<i>Saint John Station.</i>		
J. Henry Beek,	Station Agent,	\$2 00 per day.
Alexander McNaughton,	Ticket Agent, &c.,	1 50 "
Samuel Watson,	Store Keeper,	1 30 "
H. B. Baldwin,	Entry Clerk,	1 25 "
James Coleman,	Receiving Clerk,	1 25 "
Alexander Brewster,	Switchman,	1 25 "
Thomas Pierce,	Watchman,	26 00 per month.
Owen O'Sullivan,	Labourer,	1 00 per day.
A. Sprague,	do.	1 00 "
<i>Rothsay Station.</i>		
S. E. Davison,	Station Agent,	\$240 per annum.
Moses L. Gross,	Operator,	240 "
<i>Ossekeag Station.</i>		
George Flewwelling,	Station Agent and Operator,	\$400 per annum.
Andrew Gibson,	Labourer and Switchman,	1 per day.
<i>Norton Station.</i>		
Richard Davidson,	Station Agent and Operator,	\$340 per annum.
<i>Apohaqui Station.</i>		
A. Johnson,	Station Agent,	\$300 per annum.
<i>Sussex Station.</i>		
Caleb F. Olive,	Station Agent,	\$500 per annum.
James Rainnie,	Operator,	60 "
Thomas Corbett,	Watchman,	26 per month.
Robert Anderson,	Labourer and Switchman,	1 per day.

THE STAFF.—CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
<i>Penobsquis Station.</i>		
Oliver T. Stone,.....	Station Agent,.....	\$240 per annum.
<i>Anagance Station.</i>		
Jacob Jodrey,.....	Station Agent and Operator,.	\$340 per annum.
<i>Peticodiac Station.</i>		
Warren W. Price,.....	Station Agent,.....	\$300 per annum.
<i>Salisbury Station.</i>		
John S. Trites,.....	Station Agent,.....	\$400 per annum.
<i>Moncton Station.</i>		
James Robertson,.....	Station Agent,.....	\$480 per annum.
John Flooks,.....	Labourer and Switchman,...	1 per day.
<i>Shediac Station.</i>		
I. Walter J. Henderson,.....	Station Agent and Operator,.	\$400 per annum.
Bartholomew Cleveland,.....	Labourer and Switchman,...	1 10 per day.
<i>Point du Chene Station.</i>		
Samuel McKean,.....	Station Agent,.....	\$50 00 per month.
Alexander Davidson,.....	Switchman, &c.,.....	1 10 per day.
Richard Moore,.....	Watchman,.....	26 00 per month.

THE STAFF.—CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
TRAINS.		
James H. Bartlett,	Conductor,	\$2 00 per day.
James M. Decker,	do.	2 00 " "
Gavin Rainnie,	do.	2 00 " "
Robert Bustin,	do.	2 00 " "
William F. Humbert,	do.	2 00 " "
Alexander W. Patterson,	Baggage Master & Brakeman,	1 25 " "
Nelson Cannon,	do. do.	1 25 " "
Andrew Rainnie,	do. do.	1 25 " "
John Purvis,	do. do.	1 25 " "
George McKillegan,	do. do.	1 25 " "
Robert Rainnie,	Brakeman,	1 25 " "
William Kelly,	do.	1 25 " "
William McKelvey,	do.	1 25 " "
TRACK.		
William Rainnie,	Track Master,	\$2 50 per day.
James Rafter,	Foreman,	1 40 " "
Five	Trackmen,	90 " "
Andrew McAfferty,	Foreman,	1 30 " "
Four	Trackmen,	90 " "
Jesse Bennett,	Foreman,	1 30 " "
Three	Trackmen,	90 " "
John McPherson,	Foreman,	1 30 " "
Three	Trackmen,	90 " "
Richard Driver,	Foreman,	1 30 " "
Three	Trackmen,	90 " "
Charles Rowe,	Foreman,	1 30 " "
Three	Trackmen,	90 " "
Thomas Sizer,	Foreman,	1 30 " "
Three	Trackmen,	90 " "
Henry Kilpatrick,	Foreman,	1 30 " "
Two	Trackmen,	90 " "
Allan Baggott,	Foreman,	1 30 " "
Four	Trackmen,	90 " "
Montgomery Stewart,	Foreman,	1 30 " "
Four	Trackmen,	90 " "
William Stimson,	Foreman,	1 30 " "
Four	Trackmen,	90 " "
John Hewlet,	Foreman,	1 30 " "
Four	Trackmen,	90 " "

THE STAFF.—CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
Henry A. Whitney,.....	Locomotive Foreman,.....	\$800 00 per annum.
Robert M. Stevens,.....	Engine Driver,.....	60 00 per month.
William D. Aiken,.....	do	60 00 "
David A. Sinclair,.....	do	60 00 "
Joseph H. Moore,.....	do	60 00 "
John Fogerty,.....	do	60 00 "
Philip A. Logan,.....	do	40 00 "
John Stewart,.....	Fireman,.....	30 00 "
William Ayers,.....	do	30 00 "
Robert James,.....	do	30 00 "
James Watson,.....	do	26 00 "
Charles Sloan,.....	do	30 00 "
John Benson,.....	Cleaner,.....	27 00 "
James McDermot,.....	do	27 00 "
Thomas Thorpe,.....	do	27 00 "
John Jenner,.....	do	27 00 "
John Clayton,.....	do	27 00 "
Wm. Witherall,.....	Watchman,.....	26 00 "
Christopher Gaynor,.....	do	26 00 "
Alexander Stronach,.....	Shop Foreman,.....	2 10 per day.
John Holland,.....	Turner,.....	1 90 "
Thomas Boardman,.....	Coppersmith,.....	1 80 "
Xenophon Cleveland,.....	Painter,.....	1 50 "
William Duncan,.....	Car Repairer	1 25 "
John Knowles,.....	Car Cleaner	1 00 "
George L. Smith,.....	Machinist & Spare Driver,...	1 25 "
John McLaffee,.....	Machinist,.....	1 50 "
James Sayre,.....	do	1 66 "
J. B. Taylor,.....	do	1 60 "
Allan Rand,.....	do	1 15 "
Nelson Rand,.....	do	1 00 "
John Hunter,.....	Car Foreman,.....	2 00 "
James Orr,.....	Carpenter,.....	1 25 "
Henry Hunter,.....	do	1 25 "
James Dawson,.....	do	1 25 "
John Sloan,.....	do	1 25 "
George Bass,.....	do	1 25 "
Joseph Henderson,.....	do	1 25 "
Patrick Mahan,.....	Blacksmith,.....	1 50 "
Henry Cochran,.....	do	1 25 "
Henry Munsey,.....	Helper,.....	90 "
James Wright,.....	Labourer,.....	1 00 "
Samuel Millican,.....	do	90 "
James Millican,.....	do	80 "

THE STAFF.—CONTINUED.

NAME.	OCCUPATION.	REMUNERATION.
James Hilson,.....	Labourer,.....	90 per day.
Andrew Davis,.....	do.....	90 "
James Grattan,.....	do.....	90 "
Baptiste Tibedeau,.....	do.....	90 "
William Hawks,.....	do.....	90 "
Charles Kennedy, Boy,.....	do.....	70 "
John Hunter, Jr., do.	do.....	50 "

