

REPORT

OF

The Chief Commissioner of Railways

OF THE

PROVINCE OF NOVA SCOTIA,

FOR THE

FISCAL YEAR ENDING 30TH SEPTEMBER,

1866.



HALIFAX, N. S.
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1867.

OFFICERS

OF THE

NOVA SCOTIA RAILWAY.

AVARD LONGLEY, *Chief Commissioner.*

THOMAS FOOT, *Secretary and Chief Accountant.*

{ ALEXANDER McNAB, *Chief Engineer.*
{ W. H. TREMAIN, *Division Engineer.*

GEORGE TAYLOR, *Traffic Superintendent.*

WM. JOHNSTON, *Locomotive Superintendent.*

WM. MARSHALL, *Road Inspector.*

REPORT.

NOVA SCOTIA RAILWAY,
Commissioner's Office, Halifax, October 31st, 1866.

To the Hon. the PROVINCIAL SECRETARY:

SIR,—

I have the honor to submit for the information of His Excellency the Lieutenant Governor and the Legislature, the following Report upon the operations of the Nova Scotia Railway, for the fiscal year ending 30th September, 1866.

The operations of the year have been marked by an almost entire absence of casualties endangering life or property; and by a considerable increase in the traffic and receipts of the Road.

The following in brief is the result of the year's operations:

Total Receipts.....	\$199739 19
Working Expenses.....	165571 89
Net Revenue.....	<u>\$34167 30</u>
The result of the operations of 1865 stood thus:	
Total Receipts.....	\$183953 82
Working Expenses.....	159068 88
Net Revenue.....	<u>\$24884 94</u>
Increase of Net Revenue 1866.....	\$9282 36
It will thus be seen that the gross receipts for 1866	
exceed those of 1865 by the sum of.....	\$15785 37
While the working expenses have increased.....	<u>6503 01</u>
Increase of Net Revenue as above.....	\$9282 36

The Report of the Superintendent of Traffic gives full particulars as regards the various sources from whence the Revenue of the year has been derived, and the improvement which has taken place

in each respectively; by which it appears that the percentage of increase in the different branches of traffic has been as follows:

Passenger Traffic	8.08
Horses and Wagon do	2.04
Freight do	9.92

Or an average on aggregate receipts of 8.30

Subjoined is a comparative statement of yearly earnings since the opening of the Lines:

1859.	1860.	1861.	1862.	1863.	Nine Months. 1864.	1865.	1866.
\$102377 57	\$112470 92	\$116028 19	\$122639 33	\$144651 34	\$119602 72	\$180739 45	\$15734 26

It will thus be seen that the earnings of 1866 exceed those of 1859 by \$92856 69.

The cost of maintenance and management has been large; but could not well have been less, with a proper regard to the safety and character of the Road.

The condition of the Rolling Stock and Permanent Way will, I am satisfied, compare favorably with any former period, as almost entire freedom from accidents of any kind would seem to indicate.

During the year, 33,386 sleepers have been put into the Road, and at this rate the entire track would be laid anew in about five years. The number of Sidings put in, and the Station Buildings erected at "Enfield" and "Ellershouse," with various other improvements, show the attention which has been given to meet the demands of the year, and the convenience of the public.

The past season having been unusually wet, the expense of clearing out the ditches, and properly draining the Road, was proportionally heavy. Last winter was an unusually trying one for the description of chair or fastening used on the greater portion of the Railway, and on or about the 20th of January last a great number of these chairs were broken in a single night; and a large outlay has been required to replace them. The chair in use on the Nova Scotia Railway is an exceedingly expensive one, and as new rails are laid down, it should be dispensed with for some cheaper fastening, and of a kind better suited to the exigencies of the climate.

Two miles of new rail were ordered from England in August last, and these will be laid down, probably, before the end of the year. When these are laid down, some other fastening will be substituted for the present cumbersome, expensive, and ill-adapted chair.

Somewhat extensive rock excavations have been made during the season at Richmond, and by this means, and by widening the embankment running along the dock, which was done with material excavated, considerable additional space for general purposes of traffic has been gained, which will greatly facilitate the shunting of engines and movement of trains.

There is great need of additional wharf accommodation at Richmond, and it will be indispensable to make provision at an early day for the extension of the present loading wharf across the dock, southerly, nearly to or in line with the wharf upon which the freight or lumber store stands. This would give fair facilities for the shipment of lumber, spars, deals, &c., which are being now largely exported, and which add so materially to the traffic of the Railway.

While referring to this subject, I may state that it will be necessary to provide increased accommodation for freight at Richmond; and various other improvements are demanded in view of the growing traffic of the road, and the prospect of opening the Pictou extension in the ensuing spring.

The Station Buildings are entirely unsuited for present purposes, and some parts of them are scarcely habitable in bad weather. The office of the Superintendent of Traffic is so contracted, and so far from being weather proof that much inconvenience and discomfort are endured. New Station Buildings should be erected without delay.

Gratifying as is the improvement in the receipts of the road from year to year, the increase in the nett revenue derived does not at all correspond. Doubtless this unfavorable feature is largely to be ascribed to the fact that the road is an expensive one to maintain; but there can be no doubt but that a much larger amount could be annually carried to the credit of the road, if the system of management were changed in some important particulars.

A large amount of money has been expended in the construction of our Railways, entailing upon the Province heavy annual payments of interest, and a sound policy, to say nothing about fairness, would dictate that full credit should be given for all the advantages accruing. Instead of this, exactions are made upon the Railway to the extent of thousands of dollars annually, for the performance of a variety of services for the various Departments and general purposes of Government, without the remuneration of a single dollar.

It has been the custom to attempt to show the nature and extent of the services thus performed, and to take credit therefore, in a form which, however well it may look on paper, certainly never went far in the way of swelling the receipts of the Department.

It may be said that it makes no real difference, as the Railway is a Government one, and it is as well to make use of it in this way as to add directly to the cost of the services enumerated; but on the other hand it may more appropriately be said, that the Railway, if paid for all the work performed, would add ten or fifteen per cent to its present receipts, and would thus enrich the Provincial Treasury to the same extent that it would be taxed were the system changed; with this additional advantage, that it could then be ascertained to what extent the Department could legitimately swell its receipts, and what percentage of interest it could pay upon the capital invested after meeting working expenses.

It may not be inappropriate to say, in this connection, that some changes in the present tariff are imperatively demanded, as the merest trifle is now received for certain kinds of freight carried, and that too of a description entailing upon the Department a good deal of trouble and expense in its transit. Under the 'Tariff Regulations which have been in operation for years, a horse, wagon, and driver, are carried over the lines at the same rate charged for a passenger, which between Richmond and Windsor amounts to \$1.35, and between Richmond and Truro to \$1.83. There is neither reason nor justice in this arrangement, and as it is attended with serious loss to the Department, it ought to be at once abolished. The "Horse and Wagon Traffic," as it is called, is highly detrimental to the interests of the Department, but is susceptible of great improvement without serious inconvenience to any interest concerned. There is, however, some apology for that part of it which relates to *loaded teams*, as these are mostly carried for the convenience of those seeking a market for their produce, &c., and some handling of articles is avoided by taking the wagons on the train without unpacking the loads, and some approach to fair rates is made for the weight carried, but no valid excuse can be urged in favor of encouraging persons to encumber the cars with horses and wagons, for the carriage of which little or nothing is received. When the line is opened to Pictou, the "Horse and Wagon Traffic" should be abolished altogether, or so modified as to be fairly remunerative. This can be done without inconvenience or loss to those more immediately interested, as an arrangement can be made

with Mr. Fishwick, Express Proprietor, for the transit of produce, merchandize, and other commodities, between the present terminus at Richmond and various parts of the city, and *vice versa*, at a very moderate cost, making it absolutely cheaper, probably, than for parties to bring their own teams, as is now the custom.

SEPARATION OF THE FREIGHT AND PASSENGER TRAINS.

The time has now arrived probably when separate "Passenger Trains" should be run, as the public, not without reason, complain of the delays consequent upon the running of mixed trains. This is rendered all the more necessary on the Eastern line in view of the opening of the Pictou Extension in May next, and as it is necessary to run "Special Trains" occasionally on the Windsor Branch in connection with the steamer between Windsor and St. John, N. B., the additional expense of running regular Passenger Trains on the "branch" would not be very great.

I am not prepared to advise the adoption of this course from purely economical considerations, although something would be gained by reducing the speed of the *mixed trains*. But some deference is due to the spirit of the times, and if some pecuniary sacrifice were made an equivalent would doubtless be gained in the satisfaction given to the public at large; dispatch being the great desideratum of the day.

I am happy to say that the subject of the "Mail Service," referred to in last year's Report, is likely to be satisfactorily adjusted with the Post Master General, when fair remuneration will be received for the service performed.

The number of passengers carried over the lines during the year was.....	137759
Members of the Legislature.....	186
Militia and Volunteers.....	6248
The Army.....	1575
School Teachers.....	320
Emigrants.....	143
Holders of Season Tickets.....	3302
<hr/>	
Total.....	149533
Besides these, 11420 Teamsters were carried <i>free</i>	11420
<hr/>	
Making in all.....	160953

There were 70287 tons of freight moved in 1866, as compared with 62503 tons for 1865. The number of miles run by locomotives in 1866, was 185,753 miles; as compared with 179261 miles, for 1865.

WOOD CONTRACT WITH MR. HYDE.

Near the close of last season, a contract was entered into with Hiram Hyde, Esq., to supply the Department with wood for the term of five years, dating from the first of April, 1866.

The terms of this contract are such as will I think result in advantage both to the Department and Contractor, for although something more per cord is paid for the wood under this Contract, than heretofore, yet provision is made not only for a better quality of wood, but for keeping it housed; and Mr. Hyde is bound to keep on hand, after the first year, at least 8 month's supply ahead, by which seasoned instead of green wood will be secured. Mr. Hyde is also obliged to furnish shed accommodation for four month's supply at his own expense: moreover I think Mr. Hyde will take a pride in serving the Department faithfully. There is nothing connected with the Department which has caused so much annoyance and trouble as the wood.

Unaccountable deficiencies have invariably been found, when stock has been taken, notwithstanding the attention from time to time given to the subject.

But such precautions have now been taken, and such vigilance will hereafter be exercised as will I trust prevent a recurrence of this unsatisfactory state of things.

The Tables appended to the Secretary and Accountant's Report, Appendix A, show fully the disbursements of the year on Revenue, Construction, and Pictou Extension Services.

Referring to the latter account, the expenditure up to the end of September, 1866, was \$1000571 46

The Tables attached to Report of Superintendent of Traffic, Appendix B, give full details regarding description of freight moved over the lines, and the places from whence shipped.

The Report of Locomotive Superintendent, Appendix C, gives full particulars regarding renewals and repairs of Rolling Stock; and the Tables attached thereto give the aggregate number of miles run by the different Locomotives during the year, the cost of the various kinds of stock consumed, and other particulars connected with the Department under his control.

The Road Inspector's Report, Appendix D, gives full particulars regarding the upholding and condition of the Permanent Way, the number of new sidings put in, and also the number of miles of fencing erected and repaired, &c.

On page 13 of the Report of last year, reference is made to two Box Freight and three Platform Cars, purchased in New Brunswick, which for the time being were charged to Suspense Account: these have since been taken for revenue purposes, and charged accordingly. These Cars cost \$3120 06, and of course the Rolling Stock has been replenished in connection therewith to this extent.

While these and other additions made to the equipment of the Road, during the year, have put the Department in a better position to meet the requirements of the increasing traffic, it should not be forgotten that this has been done at the expense of *revenue*, and credit accorded to the earnings of the Road accordingly.

With the increasing receipts of the line, it would be easy to show a larger *net revenue* if less regard were paid to the equipment of the line; but as this would be a hurtful policy in the end, I have not felt at liberty to allow any neglect in this respect.

Considerable expense has been incurred during the year in painting and varnishing several of the Passenger Cars, and other portions of the Rolling Stock, but this will prove to have been true economy in the end.

A new car shop is much needed at Richmond, and should be built during the ensuing season. When this is done every description of Car required on the line, first-class Passenger Cars as well as others, can be got up in as good style as any that could be imported, and at less cost; thus contributing also to the credit of the Province, and the encouragement of native industry and skill.

PICTOU EXTENSION.

In the Report submitted to the Government in 1864, by Sandford Fleming, Esq., Chief Engineer for the time being, the amount of Rolling Stock required, in addition to the equipment of the existing Railway, is reported to be as follows:

Three Locomotive Engines.
Four First-class Cars.
Four Second-class Do.
Twelve Freight Do.

Six Cattle	Cars,
Four Horse	Do.
Forty Platform	Do.
Two Snow Ploughs.	

In July last an engagement was entered into with the "Canadian Engine and Machinery Company," Kingston, C. W., for the supply of three Locomotives for this service; one to be delivered before the close of navigation this Fall, and the other two on the opening of navigation in the Spring. These Engines are to be made agreeably to specification furnished by our Locomotive Superintendent, and the material and workmanship are to be of the best description.

Two first-class Passenger Cars, of improved build, were ordered about the same time from the celebrated manufacturing establishment of Mr. Bradley, Worcester, Mass., and these I expect will be delivered during the present autumn.

Two second-class Cars, six Box Freight Cars, and forty-one Platform Cars, have been built at Richmond during the season for Pictou Extension, and two more second-class Cars, for the same service, are in course of construction.

Two additional first-class Passenger Cars, six Freight Cars, six Cattle Cars, and four Horse or Cattle Cars, are still to be built for Pictou Extension, and these it is proposed to construct at Richmond between this and the ensuing spring, or early part of summer.

With a view of being fully prepared for building all the various classes of Cars required for the Pictou Extension, and the existing Railway, large quantities of the best descriptions of lumber have been accumulated at Richmond during the past two years, and all being now well seasoned, we are in a position to build the cars required with great advantage to the Department.

The Blacksmith's shop, erected at Richmond last year, has been of incalculable value in connection with the extensive works carried on during the past season.

On the 29th of December last a Locomotive with some Platform Cars attached, passed over that portion of the line between New Glasgow and Fisher's Grant, but it did not appear to me expedient to incur the expense of transporting suitable Rolling Stock to operate this section of the Road before the ensuing spring. But I am happy to state that that portion of the line between Truro and West River, a distance of *twenty-one miles*, will probably be opened for traffic by the end of 1866, and the entire line by the end of May, 1867,—*strictly in accordance with the terms of the contract.*

The vigour with which the works on the Pictou extension have been pushed on by Mr. Fleming, the contractor, reflects upon him the highest credit, and the more so, in consequence of the very unfavorable nature of the weather during almost the entire season. I may with great propriety add, that the work appears to have been done irrespective of expense, and the utmost pains taken to have the work performed in the most satisfactory manner. I here venture the opinion that the Road, when completed, as to material and workmanship, will be one of the best, if not *the* best, in British North America, or on this Continent; and whatever might have been the misgivings of some, when the contract was first known to have been let to Mr Fleming, I am satisfied that the result will fully vindicate the course adopted by the Government, by which the public will not only secure a *good* Road, but the use thereof, one year at least, in advance of the time when it could have been completed under other circumstances.

From present indications I am of the opinion that this line will be made available, immediately on its completion, for the transit of large quantities of flour from Canada, in connection with a line of steamers running between Montreal and ports in the Gulf of St. Lawrence.

Through the enterprising exertions of C. J. Brydges, Esq., Manager of the G. T. Railway, a line of steamers is likely to be immediately established between Portland and St. John and Halifax, and through this medium large quantities of flour will be brought to Halifax and St. John; but it is not at all unlikely that advantages will accrue, both as regards cheapness and despatch, in shipping flour from Montreal to Halifax and St. John, via Pictou and Shediac, in preference to shipping via the Grand Trunk to Portland, and thence to the places named.

The cost of shipping flour by the latter route, will, I believe, be about 65 cents per bbl.; if shipped to Pictou and Shediac, it will be laid down at either of these places from Montreal for about 30 cents per bbl., and shipped to its destination per Rail, from Pictou and Shediac, for 25 cents or thereabouts; this would give a preference to the latter route, at least while navigation remains open, in the way of cost, of about 10 cents per bbl., and the despatch would, undoubtedly, be greater.

It is believed that the Pictou Railway will be the means of attracting to Halifax more of the trade from P. E. Island and other places in the Gulf of St. Lawrence; it will also give nearly all the

eastern part of the Province easy access to the Capital, which must be attended with many advantages.

A steamer plying regularly between Pictou and different ports in the "Gulf" would greatly facilitate business and travel in connection with the Railway, and will probably be found indispensable.

THE COAL FIELDS OF PICTOU COUNTY,

Lying in close proximity to the Railway, and only eight or nine miles from the eastern terminus of the line, are almost inexhaustible supplies of Coal, which will ensure, at an early day, an extensive and permanent traffic to this section of the Railway, and to some extent, to the entire line to Halifax; for doubtless considerable quantities of Coal will be sent to Halifax for domestic purposes, and, probably, during a considerable portion of the year for foreign shipment.

Large quantities of Coal are now annually raised by the Mining Association, and shipped over their own Railway to a point called the "Loading Ground," on the western side of Pictou Harbour; but when the Pictou line is completed, some portion of this traffic will probably be transferred to the Pictou line.

Several other wealthy and enterprising companies are contemplating the working of mines recently discovered, so soon as the Railway and facilities for shipping are completed, and it is extremely probable that, on this portion of the line, there will soon be as much traffic as the line can well accommodate, and even more; and it is to be regretted that provision was not made in the first place for a "double track," as it is not at all unlikely that this will ultimately be required.

With a view of accommodating the extensive traffic likely soon to grow up on this end of the line, a large area of land has been taken by the Government at Fisher's Grant, a considerable portion of which will probably be leased at a nominal rent to the companies above referred to, for the erection of wharves and other facilities for carrying on their respective operations, and the remainder for general traffic purposes.

It is contemplated to extend the Government wharf at the terminus below Fisher's Grant, so as to ensure a depth of twenty one feet of water for vessels engaged in the coal or any other freighting business; and for nearly eight months of the year,

vessels of large size may here ply their trade with both safety and despatch.

A suitable steamer will ply upon the harbor as soon as the line is opened, and every pains will be taken to meet the general requirements of the traffic.

WINDSOR AND ANNAPOLIS AND NEW BRUNSWICK RAILWAYS.

I regret to say that owing to the financial panic which occurred in England during the early part of the present season, under which several of the most noted railway firms succumbed, and which spread general distrust throughout monetary circles in England and on the Continent, the parties who contracted to build the Windsor and Annapolis Railway were unable to fulfill their agreement, and although they were anxious, I believe, to retain the contract, it was taken out of their hands, with a view of entering into an engagement with other parties better able to proceed with the undertaking.

During the early part of the season, the rate of interest at the Bank of England ruled as high as 10 per cent., which precluded the raising of money for almost any enterprise whatever, consequently no new contract could be immediately made for the prosecution of this important undertaking.

The Hon. Provincial Secretary, and other members of the Government, who have been in London since July last, on other important business, have been indefatigable in their exertions on behalf of this line, and monetary affairs having become comparatively easy again, the strongest assurances are given that an arrangement will soon be made under which the work will be begun, in the early part of the ensuing season.

I think I may say this: that the people in the western part of the Province may *rely* upon some means being found to push on the work with vigour during the ensuing year. The Government is virtually committed to the undertaking, and will not see it abandoned.

During the season a commencement was made on a portion of the Line from Truro to the border of New Brunswick, but operations ceased after a few weeks, and the work has not since been resumed, nor is it probable that it will be, now that the construction of the "Intercolonial" is likely to be so soon accomplished. As

this section of Road will form a part of the "Intercolonial," its abandonment affords no cause for serious regret.

Surveying their present position, the people of this Province have cause to congratulate themselves upon the prospect of an early fulfillment of their hopes and expectations, as regards Railway facilities, by which both local and general interests will be largely subserved.

With the Pictou Line tapping the waters of the Gulf of St. Lawrence, and thus bringing not only the eastern parts of our own Province, but the Island of Prince Edward, and indeed all the "Gulf" Ports within easy reach of the Capital; with the Line extended west through the "smiling vales" of Kings and Annapolis, to the good old town of "Port Royal," thus bringing the extreme western part of the Province within a day's journey of Halifax, and with the "Intercolonial" binding the three Provinces of Canada, New Brunswick, and Nova Scotia, together, socially, politically, and commercially, and furnishing a means of mutual protection and defence; our future prospects compare most favorably with those of other countries of similar population and extent.

I have the honor to remain, Sir,

Your Obedient Humble Servant,

A. LONGLEY.

NOVA SCOTIA RAILWAY.

APPENDIX A.

HALIFAX, NOVA SCOTIA,

31st October, 1866.

SIR,—

I beg to submit my Annual Report of the operations of the Nova Scotia Railway for the fiscal year ending 30th September, 1866, accompanied with the following Balance Sheets, Accounts and Abstracts :

1st. — REVENUE SERVICE.

- A 1. Balance Sheet.
- A 2. Revenue Account, with Abstracts.
 - (1.) Locomotive Power.
 - (2.) Merchandize and Passenger Cars.
 - (3.) Maintenance Way and Buildings.
 - (4.) General Charges.
- A 3. Comparative Statement of Locomotive Power.
- A 4. “ Merchandize and Passenger Cars.
- A 5. “ Maintenance Way and Buildings.
- A 6. “ General Charges.
- A 7. Quarterly Summary of Receipts and Expenses.

2nd. — CONSTRUCTION SERVICE.

- A 8. Balance Sheet.
- A 9. Capital Account.

3rd. — EXTENSION OF RAILWAYS FROM TRURO TO PICTOU.

- A 10. Balance Sheet.
- A 11. Expenditure on Extension to Pictou, with Abstracts.
 - (a) Engineering.
 - (b) Roadway and Works.
 - (c) Permanent Way.
 - (d) Rolling Stock.
 - (e) Station and Water Service.
 - (f) Sundry Services.
 - (g) General Expenses.
- A 12. Statement of Supplies on hand.

The detailed quarterly Accounts of the Expenditure on the several services above enumerated, accompanied with the vouchers, have been rendered to the Hon. the Financial Secretary, as the Law directs.

REVENUE SERVICE.—It will be observed, on referring to this service, that there has been an increase in the total gross receipts from all sources, as compared with 1865, of \$15785 37

An increase in the working expenses during same period of 6503 01

Showing an increase in the total nett Revenue over 1865, of \$9282 36

The gross receipts from all sources as compared with 1865, show an increase of 8.58 per cent. ; the working expenses an increase of 4.09 per cent. expended in earning an increase of revenue as above stated of 8.58 per cent.

The per centage of Working Expenses on the total gross Receipts, is 82.89 per cent. as compared with 86.47 for 1865.

The following table will show the increases and decreases on the several services as compared with 1865 :

Particulars.	Increase.	Decrease.
Locomotive Power	\$6170 41	
Merchandise and Passenger Cars	6603 08	
Maintenance Way and Buildings . . . . .	.....	\$7671 10
General charges	1475 37	
	14248 86	
	7671 10	
	6577 76	
Supplementary Account	74 75	
	6503 01	

The increase in Locomotive power is caused principally by the charge of a deficiency in Firewood stock being made to this account, and partly by the increased cost of the materials used, and work performed for this service.

The increase in Merchandise and Passenger Cars Service is owing chiefly to the additions that have been made to the Rolling Stock, and charged to the Renewal Account during the past year for new Platform and Box Freight Cars.

It will be seen, on referring to the Maintenance Way and Buildings, that there is a decrease in the cost of this service of \$7671.10.

The cost per mile for maintaining the Permanent Way for 1866, is \$631 55

For 1865 714 26

Showing a decrease per mile, as compared with 1865, of \$82 71
Or about 11.50 per cent.

The following table will show the operations of the road from 1864 to 1866 both inclusive :

Specification.	12 Months ending 30th Sept., 1864.	12 Months ending 30th Sept., 1865.	12 Months ending 30th Sept., 1866.
Receipts from all sources.....	\$164800 99	\$183953 82	\$199739 19
Working expenses*.....	134698 78	159068 88	165571 89
	\$30102 21	\$24884 94	\$34167 30

The books and accounts of the Storekeeper, Mr. Jones, have been examined and found correct, and stock taken of all supplies on hand at 30th September, as per statement (A 12).

CONSTRUCTION SERVICE.

It will be seen on referring to Capital Account (A 9) that there has been received from

The Hon. Receiver General to 30th Sept. 1866...\$4,310,891 15
 And expended to do.....4,332,587 73
 Showing a balance of over expenditure of..... \$21,696 58
 Accounted for in Balance Sheet (A 8).

Large expenditures have been made in connection with this service for new Sidings and Station accommodation, principally at Richmond, Ellershouse, and Enfield Stations.

EXTENSION OF RAILWAYS FROM TRURO TO PICTOU.

The account in connection with this service (A 11), with abstracts annexed, shows that there has been received from—

The Hon. Receiver General to 30th Sept. 1865...\$241,015 04
 Do. do. 1866.... 800,916 60
 \$1,041,931 64
 And expended to 30th Sept. 1865, \$270,590 75
 Do. do. 1866, 729,980 71 1,000,571 46
 Leaving balance unexpended of..... \$41,360 18
 Accounted for in Balance Sheet (A 10).

I am, Sir,

Your obedient servant,

THOMAS FOOT,
 Secretary and Accountant.

A. LONGLEY, Esq.,
 Chief Commissioner of Railways.

* Including Supplementary Account.

REVENUE SERVICE.

(A 1.)

BALANCE SHEET.

4

DR.

CR.

Receiver General's General Account.....	\$165384 47	Revenue Account, 1866.....	\$34167 30	
Firewood.....	\$3725 57	Revenue General Account.....	154363 22	
Coal	1185 11	Construction Ledger.....	2452 22	\$188530 52
Oil (Lubricating).....	812 47	E. W. Dimock.....	886 29	
Oil (Illuminating).....	73 45	Ledger Extension	2399 99	
Tallow	273 75	W. Fenerty.....	110 70	
Waste	529 95	C. Nott.....	66 00	
Sleepers	712 55	Rents due on Line.....	5 39	
Road	682 31	A. Forbes	16 00	
Tickets	430 85			
	8426 01	Bank		5936 59
Traffic Superintendent.....	27907 86			10228 18
Wood Contractor, Stillwater—N. Spence.....	603 44			
Do. Windsor—F. Ellershausen..	588 71			
H. Hyde.....	1128 60			
G. Brown	149 88			
J. Fielding.....	15 62			
J. Adams	50 00			
W. S. Symonds.....	73 37			
B. McNutt.....	40 98			
C. E. Harding	1 88			
Board of Works.....	6 00			
W. U. Jones.....	30 00			
Hosterman & Cooper.....	66 75			
John Stairs	2 00			
John Hunter	131 71			
D. Harvey.....	9 00			
Cash	79 01			
	30884 81			
	\$204695 29			\$204695 29

NOVA SCOTIA RAILWAY.

E. E. 30th September, 1866.

THOMAS FOOT.

(A 2.)

DR.

REVENUE ACCOUNT.

CR.

Twelve Months ending 30th Sept., 1865.	EXPENDITURE, 1866.	Twelve Months ending 30th Sept., 1866.	Twelve Months ending 30th Sept., 1865.	RECEIPTS, 1866.	Twelve Months ending 30th Sept., 1866.
\$47803 55	Locomotive Power.....(Abstract 1)	\$53973 96		Traffic Superintendent. For details see Traffic Report, (Appendix B Return c).	\$195734 26
33446 30	Merchandize and Passenger Cars... " 2	40049 38	\$180739 45		
66247 96	Maintenance Way and Buildings..... " 3	58576 86			
11496 32	General Charges..... " 4	12971 69			
158994 13		165571 89	3214 37	Receipts from all other sources, Rents, &c.....	4004 93
74 75	Supplementary Account.....				
159068 88		165571 89			
24884 94	Balance Nett Revenue.....	34167 30			
\$183953 82		\$199739 19	\$183953 82		\$199739 19

Per centage of working expenses on gross receipts, 1865 86.47
 Do. do. do. 1866 82.89

THOMAS FOOT.

COMMISSIONER'S REPORT.

Abstract 1.

LOCOMOTIVE POWER.

PARTICULARS.	Quarter ending 31st Dec. 1865.	Quarter ending 31st March, 1866.	Quarter ending 30th June, 1866.	Quarter ending 30th Sept. 1866.	TOTAL.
Wages of Drivers, Firemen, and Cleaners	\$1988 53	\$1861 72	\$1988 77	\$1941 78	\$7780 80
Firewood consumed in running	4608 70	4345 36	4398 66	6714 53	20067 25
Oil	590 78	606 87	505 96	411 75	2115 36
Tallow	181 45	178 20	179 50	246 07	785 22
Waste	197 47	184 50	180 60	199 08	761 65
Salary of Locomotive Supt., Clerks, and Office Expenses.	499 98	399 99	426 19	399 99	1726 15
Materials for repairing Engines and Tenders, inclg. packing.	1654 32	783 97	707 56	3193 75	6339 60
Wages for repairing Engines and Tenders	1643 72	1791 33	1754 40	1493 29	6682 74
Work not done by Railway for Do.	427 86	690 31	102 41	169 15	1389 73
Repairs to Machinery, Workshops, and Engine Houses	558 13	478 93	220 13	430 21	1687 40
Repairs and renewals of Tools, Lamps, &c.	645 30	202 32	181 46	697 41	1726 49
Water pumping, Wooding-up, Wood Shed, Pump and Tank Repairs	639 33	525 93	500 73	725 63	2391 62
Miscellaneous	193 74	163 19	83 04	79 98	519 95
	13829 31	12212 62	11229 41	16702 62	53973 96

Per centage on Gross Receipts.....27.02

Abstract 2.
MERCHANDIZE AND PASSENGER CARS.

PARTICULARS.	Quarter ending 31st Dec., 1865.	Quarter ending 31st March, 1866.	Quarter ending 30th June, 1866.	Quarter ending 30th Sept., 1866.	TOTAL.
Wages of Conductors, Brakemen, Porters, &c.....	\$2713 05	\$2684 55	\$2883 37	\$3047 50	\$11328 47
Oil consumed for packing	116 17	143 96	64 85	137 63	462 61
Waste	59 54	11 27	32 45	13 95	117 21
Traffic Supt. Salary, Clerks, and Office expenses.....	610 20	651 77	618 84	657 51	2538 32
Salaries of Station Masters and Freight Agents.....	1465 52	1538 31	1542 74	1533 00	6079 57
Materials, &c., for repairing Cars	1150 67	498 94	692 99	1648 72	3991 32
Wages for do.	1016 17	739 12	779 22	823 09	3357 60
Work not done by Railway for ditto.....	120 00	651 00	434 10	42 40	1247 50
Repairs to Workshops, and repairs and renewal of Tools, Lamps, &c.....	51 40	37 80	24 86	58 82	172 88
Small Stores used on the Trains.....	117 23	68 81	109 35	162 76	458 15
Fuel	89 11	139 24	19 98	.....	248 33
Wages to Switchmen, Signalmen, &c.....	89 70	119 40	167 80	193 35	570 25
Drawbacks & Overcharges on Goods forwarded and Tickets refunded.....	210 03	44 20	123 01	624 31	1001 55
Miscellaneous	137 36	50 69	241 24	49 75	479 04
Platform Cars, renewal of.....	7946 15	7379 06	7734 80	8992 79	32052 80
Box Freight Cars, Do.	4249 43	.....	.....	2366 26	6615 69
	.....	.....	.....	1380 89	1380 89
	12195 58	7379 06	7734 80	12739 94	40049 38
Per centage on Gross Receipts	20.05				

COMMISSIONER'S REPORT.

Abstract 3.

MAINTENANCE OF WAY AND BUILDINGS.

PARTICULARS.	Quarter ending 31st Dec., 1865.	Quarter ending 31st March, 1866.	Quarter ending 30th June, 1866.	Quarter ending 30th Sept., 1866.	TOTAL.
Maintenance of Way, by Section	\$8269 69	\$4722 12	\$5912 28	\$5626 79	\$24530 88
Repairs of Fencing	1973 14	129 54	836 34	1373 78	4312 80
Salaries Inspectors and Road Masters	512 01	508 01	516 01	512 01	2048 04
Chairs, Spikes, Sleepers, &c.	2300 99	2345 20	6613 84	9133 99	20394 02
Small Stores	31 71	27 21	29 69	56 73	145 34
Repairs and Renewal of Tools	177 47	205 58	198 95	303 94	885 94
Repairs to Stations, Wharves, Buildings, and Platforms	1410 25	253 32	398 86	673 81	2736 24
Repairs of Bridges, Culverts, and Cattle Guards	201 23	13 50	284 29	1031 84	1530 86
Clearing snow and ice	40 60	1323 78	.....	.....	1364 38
Miscellaneous	331 05	47 60	31 53	218 18	628 36
	\$15248 14	9575 86	14821 79	18931 07	58576 86
Per centage on Gross Receipts	29.33				

Abstract 4.

GENERAL CHARGES.

PARTICULARS.	Quarter ending 31st Dec. 1865.	Quarter ending 31st March, 1866.	Quarter ending 30th June, 1866.	Quarter ending 30th Sept., 1866.	TOTAL.
Salaries of Commissioner, Secretary, Accountant, Clerks, and Office expenses.....	\$1322 60	\$1173 54	\$1170 20	\$1204 82	\$4871 16
Printing, Advertising, and Tickets.....	525 72	29 49	857 24	905 88	2318 33
Books and Stationery.....	304 34	232 96	114 00	105 64	756 94
Damages to men, and loss of animals and goods.....	153 61	157 91	286 29	72 03	669 84
Station Watchmen.....	190 16	179 16	176 96	223 07	769 35
Fuel, Oil, Light, and incidental expenses at Stations.....	425 08	515 89	207 70	411 96	1560 63
Telegraph operation.....	325 33	242 96	178 95	304 99	1052 23
Miscellaneous.....	121 85	67 84	714 10	69 42	973 21
	3368 69	2599 75	3705 44	3297 81	12971 69
Per centage on Gross Receipts.....					6.49

(A 3.)

COMPARATIVE STATEMENT.—LOCOMOTIVE POWER.

FOR TWELVE MONTHS ENDING 30TH SEPT., 1865 AND 1866.

PARTICULARS.	Twelve months ending 30th Sept. 1865.	Twelve months ending 30th Sept. 1866.	Increase.	Decrease.
Wages of Drivers, Firemen, and Cleaners	\$7865 86	\$7780 80	.....	\$85 06
Firewood consumed in running	13314 42	20067 25	\$6752 83	
Oil	1787 57	2115 36	327 79	
Tallow ..	731 75	785 22	53 47	
Waste	871 37	761 65	.....	109 72
Salary Locomotive Superintendent and Clerks	2153 75	1726 15	.....	427 60
Materials, &c. for repairing Engines and Tenders, including packing	5864 46	6339 60	475 14	
Wages for repairing Engines and Tenders	7722 92	6682 74	.....	1040 18
Work not done by Railway for Do.	563 67	1389 73	826 06	
Repairs to Machinery, Workshops, and Engine Houses	1642 20	1687 40	45 20	
Repairs and renewals of Tools, Lamps, &c.	1344 46	1726 49	382 03	
Water pumping, Wooding-up, Wood Shed, Pump and Tank repairs	2458 72	2391 62	.....	67 10
Miscellaneous	1482 40	519 95	.....	962 45
			8862 52	2692 11
			2692 11	
	47803 55	53973 96	6170 41	

THOMAS FOOT.

(A 4).

COMPARATIVE STATEMENT — MERCHANDIZE AND PASSENGER CARS.
FOR TWELVE MONTHS ENDING 30TH SEPT. 1865 AND 1866.

PARTICULARS.	Twelve Months ending 30th Sept., 1865.	Twelve Months ending 30th Sept., 1866.	Increase.	Decrease.
Wages of Conductors, Brakemen, Porters, and Shunters..	\$10046 04	\$11328 47	\$1282 43	
Oil consumed for packing.....	566 79	462 61	.....	\$104 18
Waste do do.	123 61	117 21	.....	6 40
Traffic Supts. salary, Clerks and Office expenses.....	2143 97	2538 32	394 35	
Salaries of Station Masters and Freight Agents.....	5431 93	6079 57	647 64	
Materials, &c., for repairing Cars.....	4886 26	3991 32	.....	894 94
Wages do.	3502 85	3357 60	.....	145 25
Work not done by Railway for ditto.....	340 24	1247 50	907 26	
Repairs to Workshops, and repairs and renewal of Tools, &c.....	244 29	172 88	.....	71 41
Small Stores used on the Trains.....	349 40	458 15	108 75	
Fuel do.	271 09	248 33	.....	22 76
Wages to Switchmen and Signalmen.....	694 90	570 25	.....	124 65
Drawbacks and overcharges on Goods forwarded and Tickets refunded....	887 79	1001 55	113 76	
Miscellaneous.	570 46	479 04	.....	91 42
			3454 19	1461 01
	30059 62	32052 80	1993 18	
Platform Cars, renewals of.....	3386 68	6615 69	3229 01	
Box Freight Cars do.	1380 89	1380 89	
	33446 30	40049 38	6603 08	

THOMAS FOOT.

COMMISSIONER'S REPORT.

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(A. 5)

12

COMPARATIVE STATEMENT— MAINTENANCE WAY AND BUILDINGS.

FOR TWELVE MONTHS ENDING 30TH SEPT., 1865 AND 1866.

PARTICULARS.	Twelve Months ending 30th Sept., 1865.	Twelve Months ending 30th Sept., 1866.	Increase.	Decrease.
Maintenance Way by Section.....	\$23199 84	\$24530 88	\$1331 04	
Extra Maintenance.....	4730 76	.....	.....	\$4730 76
Repairs of Fencing.....	12190 31	4312 80	.....	7877 51
Salaries Inspector and Road Masters.....	2052 02	2048 04	.....	3 98
Chairs, Spikes, Sleepers, &c.....	19250 62	20394 02	1143 40	
Small Stores.....	135 87	145 34	9 47	
Repairs and renewals of Tools.....	808 45	885 94	77 49	
Repairs to Stations, Wharves, and Platforms.....	1366 04	2736 24	1370 20	
Repairs to Snow Ploughs.....	62	.....	.....	62
Repairs of Bridges, Culverts, and Cattle Guards.....	1031 55	1530 86	499 31	
Clearing Snow and Ice.....	1045 15	1364 38	319 23	
Miscellaneous.....	436 73	628 36	191 63	
			\$4941 77	\$12612 87
				4941 77
	\$66247 96	\$58576 86		\$7671 10

NOVA SCOTIA RAILWAY.

THOMAS FOOT.

(A 6.)

COMPARATIVE STATEMENT OF GENERAL CHARGES,
FOR TWELVE MONTHS ENDING 30TH SEPT., 1865 AND 1866.

PARTICULARS.	Twelve months ending 30th Sept. 1865.	Twelve months ending 30th Sept. 1866.	Increase.	Decrease.
Salaries Commissioner, Secretary, Accountant, Clerks, and Office expenses,	₹4373 66	\$4871 16	\$497 50	
Printing, Advertising, and Tickets.....	2239 41	2318 33	78 92	
Books and Stationery.....	1014 88	756 94	.....	\$257 94
Damages to Men, and loss of Animals and Goods.....	664 93	669 84	4 91	
Station Watchmen.....	703 94	769 35	65 41	
Fuel, Oil, Light, and incidental expenses at Stations.....	1483 51	1560 63	77 12	
Telegraph Operation.....	746 29	1052 23	305 94	
Miscellaneous.....	269 70	973 21	703 51	
			1733 31	257 94
			257 94	
	11496 32	12971 69	1475 37	

THOMAS FOOT.

COMMISSIONER'S REPORT.

CONSTRUCTION SERVICE.

(A 8.)

DR.	CONSTRUCTION BALANCE.	CR.	
Capital Account	\$21696 58	Bank	\$24984 62
Revenue Ledger	2452 22		
Ledger Extension	480 00		
John Fielding	160 00		
Ice Company, Rocky Lake	106 05		
Cash	89 77		
	<hr/>		
	\$24984 62		\$24984 62

E. E. 30th September, 1866.

THOMAS FOOT.

COMMISSIONER'S REPORT.

(A 9).

DR.

CAPITAL ACCOUNT.

CR.

1865		1866		1865		1866	
Sep. 30.	To amount expended per last Report		\$4819507 15	Sep. 30.	By Cash received from Receiver General to this date		\$4810891 15
1866				Sep. 30.			
1866				Sep. 30.	Sale of sundries	\$46 68	
Sep. 30.							
	NEW SIDINGS.	{ Richmond	\$3471 52				
		{ Wickwire's	511 17				
		{ Rocky Lake	327 57				
		{ Germantown	258 17				
		{ Cobequid Road	230 81				
		{ Beaver Bank	137 55				
		{ Sundry Sidings	284 23				
			5221 07				
		{ Richmond:					
		{ New Blacksmith's Shop	1698 78				
		{ Deepening Reservoir	794 89				
		{ Machinery	156 25				
		{ Enlarging Station accomodation	196 28				
		{ Wharf Extension	22 31				
		{ Coal Shed	42 97				
		{ Sundries	139 50				
			3050 98				
		{ Windsor Junction:					
		{ Platform and New Road to Mines	141 51				
	STATION SERVICE.	{ Stillwater:					
		{ Sundries	119 78				
		{ Ellershouse:					
		{ Station Buildings and Platform	1470 19				
		{ Polly Bog:					
		{ Sundries	176 62				
		{ Rocky Lake:					
		{ Sundries	130 00				
		{ Enfield:					
		{ Station Buildings and Platform	1406 16				
		{ Oakfield:					
		{ Sundries	18 40				
		{ Shubenacadie:					
		{ Sundries	49 35				
			6562 09				
	ROLLING STOCK.	{ Engines	1042 87				
		{ Box Freight Cars	154 26				
			1197 13				
	GENERAL EXPENSES.	{ Printing and Advertising	14 25				
		{ Miscellaneous	9 50				
			23 75				
	SUNDRY SERVICES.	{ Road Crossings and Cattle Guards	47 25				
		{ Pier at Farnborough	75 10				
			122 32				
			13127 26				
			4882634 41				
			46 68				
			\$4882587 73				
	Less per Credit account				Balance over expenditure		4310891 15
							21696 58
							\$4332587 73

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NOVA SCOTIA RAILWAY.

THOMAS FOOT.

(A 10.)

EXTENSION FROM TRURO TO PICTOU.

DR.

BALANCE SHEET.

CR.

New Brunswick Railway Survey.....	\$10100 39	Extension from Truro to Pictou.....	\$41360 18
Revenue Ledger.....	2399 99	Construction Ledger	480 00
Annapolis Survey.....	4707 97	George Lang.....	40
Telegraph Construction.....	11 02	S. Morton, Lumber Cont.....	234 60
Sandford Fleming, Contractor	3443 27	E. Curry, Lumber Cont.....	144 67
Interest.....	31 41	Bank	35773 23
Bills receivable	1047 00		
General Stock.....	37866 08		
Whitney, Bridges & Stearns, Boston.....	3233 00		
Suspense Account.....	3665 91		
W. U. Jones.....	50 00		
D. Sutherland, Fencing Cont. No. 1.....	877 25		
W. H. T. Sumner.....	404 41		
W. M. Dimock, Cont. Car Building.....	600 00		
D. H. Murray, Fencing Cont.....	286 56		
Black Bros. & Co.....	5000 00		
Eliot National Bank, Boston.....	4260 00		
Cash.....	8 82		
	<u>\$77993 08</u>		<u>\$77993 08</u>

COMMISSIONER'S REPORT.

E. E. 30th September, 1866.

THOMAS FOOT.

(A 11.)

DR.	EXTENSION FROM TRURO TO PICTOU.	CR.
1865		1865
Sept. 30. To amount expended per last Report....	\$270590 75	Sept. 30. By amt. received from Hon. Receiver General, per last Report.....
		\$241015 04
1866		1866
Sept. 30. To Engineering (Abstract a) ..	\$21697 26	Sept. 30. By amt. received from Hon. Receiver General
Roadway and Works (b) ..	622399 81	800916 60
Permanent Way....(c) ..	24976 20	
Rolling Stock.....(d) .	22563 17	
Sundry Services....(f) ..	35422 63	
General Expenses...(g) ..	2921 64	
	<u>729980 71</u>	
	1000571 46	
Balance unexpended.....	41360 18	
	<u>\$1041931 64</u>	<u>\$1041931 64</u>

THOMAS FOOT.

Abstract a.
ENGINEERING.

PARTICULARS.	Total to 30th September, 1865	Year ending 30th September, 1866.			Total to 30th September, 1866
		Work done by Contractor.	Work done by Department.	Total.	
Salaries of Staff, Wages of Men, Inspectors, &c.....	\$26405 65	\$19569 88	\$1800 00	\$21369 88	\$47775 53
Surveying expenses, not in above	5501 87	.....	.....	.....	5501 87
Travelling, Telegraphing, and out-door expenses.....	1285 76	.....	120 60	120 60	1406 36
Printing and Advertising.....	430 41	.....	.....	.....	430 41
Stationery, Drawing Materials, Rent and Office Expenses..	1603 99	.....	206 78	206 78	1810 77
Other Services.....	1026 54	.....	.....	.....	1026 54
	36254 22	19569 88	2127 38	21697 26	57951 48

Abstract b.
ROADWAY AND WORKS.

PARTICULARS.	Total to 30th September, 1865	Year ending 30th September, 1866.			Total to 30th Sept., 1866.
		Work done by Contractor.	Work done by Department.	Total.	
Clearing and Grubbing.....	\$4864 24	\$6101 76	.....	\$6101 76	\$10966 00
Fencing and Gates.....	6119 85	.....	\$10110 15	10110 15	16230 00
Bridge and Culvert Masonry.....	33840 43	189547 57	.....	189547 57	223388 00
Timber Excavation, and other work in Foundation.....	10548 89	4805 11	.....	4805 11	15354 00
Excavation and Grading	160188 64	401789 22	.....	401789 22	561977 86
Draining and protecting Cuttings and Embankments	10461 16	10046 00	.....	10046 00	20507 16
	226023 21	612289 66	10110 14	622399 81	848423 02

Abstract c.
PERMANENT WAY.

PARTICULARS.	Total to 30th Sept., 1865.	Year end'g 30th Sept. 1866.	Total to 30th Sept., 1866.
		Work done by Con- tractor.	
Rails	\$ 24 40		\$24 40
Sleepers.....	.....	\$19475 60	19475 60
Ballast.....	.....	5500 60	5500 60
	24 40	24976 20	\$25000 60

Abstract d.
ROLLING STOCK.

PARTICULARS.	Total to 30th September, 1866.
Second Class Cars	\$371 08
Box Freight do.	177 02
Platform do.	813 12
Ballast do.	21701 95
	\$ 22563 17

Abstract e.
STATION AND WATER SERVICE.

PARTICULARS.	Total to 30th September, 1866.
At Black River	\$526 91

Abstract f.
SUNDRY SERVICES.

PARTICULARS.	Total to 30th September, 1865.	Year ending 30th September, 1866.	Total to 30th Sept., 1866.
Removal of Buildings	\$236 00	\$385 14	\$ 621 14
Steamboat and Ferry Service	56 00	.....	56 00
Workmen and Laborers.....	3771 73	.....	3771 73
Machinery and Tools.....	.....	799 75	799 75
Land and Buildings, taken under Act 1866.....	.....	23058 19	23058 19
Railway Damages (materials taken).....	.....	11179 55	11179 55
	4063 73	35422 63	39486 36

Abstract g.
GENERAL EXPENSES.

PARTICULARS.	Total to 30th September, 1865.	Year ending 30th September, 1866.	Total to 30th Sept., 1866.
Salaries Secretary, Accountant, and Assistants, proportion... ..	\$1216 40	\$1288 00	\$2504 40
Office Expenses, Postages, Stationery, Rent, &c.....	1052 27	656 70	1708 97
Travelling, Telegraphing, &c.....	205 28	435 90	641 18
Printing and Advertising.....	723 00	126 62	849 62
Legal Expenses.....	501 33	196 00	697 33
Miscellaneous .....	.....	218 42	218 42
	\$3698 28	2921 64	6619 92

(A 12.)

STATEMENT OF SUPPLIES ON HAND, 30TH SEPTEMBER, 1866.

22

Iron.....	Lbs.....	131148	\$4916 57	
Iron, worked and partly worked.....	Lbs.....	33263	2431 27	
Copper and Brass, worked and partly worked.....	Lbs.....	2967	1071 59	
Tyres, Driving Lowmoor.....	No.....	24	2515 16	
Do. Tender ".....	No.....	16	472 62	
Do. do. Steel.....	No.....	12	870 60	
Axles.....	Lbs.....	40530	2646 35	
Steel and Steel Springs.....	Lbs.....	25005	2291 16	
Engine Trunk Wheels.....	No.....	23	443 90	
Do. Tender do.	No.....	26	422 87	
Car Wheels.....	No.....	256	5750 17	
Glass Sheets.....	No.....	126	164 99	
Brake Bars and Brake Blocks.....	No.....	3073	535 84	
Lumber.....	Feet.....	443758	11211 32	
Paints and Oils.....			205 20	
Oil, Kerosene and Rosin.....	Galls.....	90	43 15	
Rubber Goods.....			283 58	
Nails.....			143 22	
Other articles.....			1446 43	
Firewood.....	Cords.....	1274	3725 57	37866 08
Coal.....	Bushels.....	7294	1185 11	
Oil.....	Galls.....	869	885 92	
Tallow.....	Lbs.....	2497	273 75	
Waste.....	Lbs.....	2580	529 95	
Sleepers.....	No.....	3475	712 55	
Chairs.....	Lbs.....	31994	573 15	
Keys.....	No.....	3250	35 75	
Spikes.....	Lbs.....	3290	73 41	
Other articles.....			430 85	
				8426 01
				\$46292 09

NOVA SCOTIA RAILWAY.

THOMAS FOOT.

APPENDIX B.

TRAFFIC DEPARTMENT,
RICHMOND, October, 1866. }

AVARD LONGLEY, Esq.,
Chief Commissioner of Railways :

SIR,—

I beg to submit the following Report and Returns, for the year ending 30th September, 1866.

RETURNS.

- (B 1.) Superintendent's Account Current.
- (B 2.) Various sources of Revenue, and aggregate earnings at each station.
- (B 3.) Mileage of trains, number of passengers, quarterly receipts on Main Line and Windsor Branch, and Summary.
- (B 4.) Number of passengers of each class carried per month, and recapitulation.
- (B. 5.) Monthly receipts from local, and through passengers at the respective stations.
- (B 6.) Monthly receipts from horses and wagons.
- (B 7.) Monthly freight earnings at each station, "outward."
- (B 8.) Monthly freight earnings at each station, "inward."
- (B 9.) Aggregate freight earnings at each station.
- (B 10 and 11.) Comparative statement of gross earnings on Main Line and Windsor Branch, for 1865 and 1866.
- (B 12.) Quarterly returns shewing the number of first and second class passengers from each station, and the receipts therefrom.
- (B 13.) Total number of first and second class passengers, and receipts from each station.
- (B 14.) Description of freight forwarded from each station.
- (B 15.) Weight of freight received at and forwarded from Richmond.

The tables annexed to this Report shew that the earnings of the Road during the past year, ending 30th September, 1866, amounted to.....\$195734 26
Add to this, services performed which have not been included in the Returns, viz. :

Members of Legislative Council and House of Assembly.....	\$260	44	
Militia and Volunteers on duty.....	2241	61	
The Army to and from Rifle Range.....	301	85	
School Teachers attending conference.....	513	36	
Emigrants.....	140	24	3457 50
			\$199191 76

The subjoined Comparative Statement exhibits an increase of \$14994 81 over the same period of 1865.

YEARS.	Passenger.	Horse and Wagon.	Freight.	Total.
1866.....	\$88711 84	\$18616 20	\$88406 22	\$195734 26
1865.....	82073 21	18244 24	80422 00	180739 45
Increase	6638 63	371 96	7984 22	14994 81

The per centage of increase in the different branches of traffic over 1865 is as follows:—

Passenger traffic.....	8.08 per cent.
Horse and waggon traffic.....	.204 “
Freight traffic.....	9.92 “

or an increase on the aggregate receipts of 8.30 per cent.

PASSENGER TRAFFIC.

The passenger business continues annually to improve, over the entire line, particularly the “through” traffic. From the returns you will perceive that the “Western route” (*via* Bay of Funday) is annually gaining popularity. The superior steamboat accommodation now on that route, coupled with the Express trains running to and from Windsor in connection with the steamer, provides to the travelling public a comfortable and expeditious mode of transit.

The “Eastern route,” although not of such rapid growth, shows fair indications of prosperity.

The number of passengers carried during the past year as per Returns.137759

Members.....	186
Militia and Volunteers.....	6248
The Army.....	1575
School Teachers.....	320
Emigrants.....	143
Holder of season tickets.....	3302

11774

Total.....149538

being an increase over last year of 19643, and 11420 teamsters have also been carried free.

HORSE AND WAGGON TRAFFIC.

This branch of business has slightly increased, but it is by no means remunerative; the amount of rolling stock required in moving it, and the very low tariff render it a drag upon the other branches of traffic. I am inclined to think that the tariff for this business must be slightly increased, to make it self-supporting.

FREIGHT TRAFFIC.

The annual increase of this traffic is certainly very encouraging; the improvement is manifest over both Lines, but particularly the Windsor Branch. The timber and lumber business being prosecuted with great activity, besides considerable business has been done in the plaster trade, all of which tend to increase the Returns.

The annual earnings of the Line since 1859, as subjoined, certainly demonstrate gratifying results.

1859.	1860.	1861.	1862.	1863.	1864. 9 months.	1865.	1866.
\$102377.57	\$112470.92	\$116028.19	\$132699.33	\$144651.34	\$119602.72	\$180379.45	\$195734.26

The earnings of the present year exceed 1859 by \$92856.69, or fully 90.25 per cent. in eight years.

The weight of freight moved, including loaded wagons, is 70287 tons; the average receipts per ton moved being \$1.52, and the receipts per ton per mile 5.13 cents.

The Mail Service, so frequently referred to in my reports, I trust will be adjusted at an early day in terms of equity to this Department of the Public Service.

The necessity for increased accommodation at Richmond Terminus demands immediate action; the Passenger Station, as you are aware, is now totally unfit to serve the purpose for which it was intended, besides enlarged Office-room is indispensable for the prompt transaction of the business.

The excavations made at Richmond during the past Summer will be of material advantage, not only in providing siding accommodation, but also in yard room, which is very essential for the piling of freight, &c. I have had one additional siding laid down, and will defer making further extension in sidings until the site of the new Station Buildings is finally determined; this matter requires to be settled as soon as possible, in order that suitable provision may be made before the Line is opened for traffic from Truro to Pictou.

In the "Outward" Freight Store an additional set of Weighing Scales has been erected, so as to give despatch to freight; by this means delays will be obviated.

The "Inward" Freight Store mentioned in my last report is very much wanted; in fact it is almost impossible to conduct that business (which is now of considerable magnitude), with correctness, and give to the freighting public reasonable despatch.

In compliance with your injunction, soundings have been taken at Richmond by Mr. Adams in view of preparing plans and specification for wharf extension at Richmond, and will be submitted for your consideration in a few days.

At Rocky Lake a freight store has been erected of suitable dimensions. The station and freight house at Enfield, recommended in my last Report, has now been completed, which is a neat and sightly building, comprising office, waiting rooms, and freight store;

an additional sixty feet of platform has also been built ; the wants hitherto experienced are now amply supplied.

At several points along the Main Line, operations for the manufacture of brick have been commenced. Some of those places indicate a large business during the coming summer, particularly the "yard" near Elmsdale, known as Nash & Co.'s Brick Works. Sidings will be required in order to pursue the trade successfully.

A siding has been put down at Wickwire's, nearly three hundred feet in length ; and I think it is probable an extension of platform may be required.

At Beaver Bank extensions have been made, in view of affording greater facilities to the parties engaged in the building Stone Quarries. A large quantity of this material has been brought over the Line during the past year, and now that the superior quality of the article is established, I have every reason to believe that this business will be of a permanent character.

I understand B. Wier, Esq., and others are about erecting a large steam saw mill, about thirty-two miles from Halifax, on Windsor Branch ; this mill will be about a mile from the Railway Line. The enterprising proprietors contemplate making the connection by a branch line ; every facility ought to be extended to parties engaged in developing the resources of the country, particularly when such a large outlay is necessary to connect, as there is every reason to assume that this enterprise will contribute largely to the line.

At Ellershouse Station a building (similar to the one at Enfield) has been completed, and opened. That place has now been made a regular station.

A large saw mill, of water power, has been erected on the St. Croix River, about a mile from Ellershouse Station, by the proprietor, F. Ellershausen, Esq. From the character and dimensions of the machinery, coupled with the immense command of water power, I am led to believe that extensive operations will be carried on, by which doubtless our road will also be benefitted. A siding has been put down on the usual terms.

The thirty-ton track scale at Windsor was found to be too light ; it has been replaced by a fifty-ton scale, which will be suitable for the requirements of the plaister trade, &c.

Several of the first and second-class cars have been repaired, painted, and varnished. The two second-class cars recommended in my Report of last year, are now under construction, and will shortly be placed on the Line. It would be very desirable, and effect a saving, to have two combined second-class and baggage cars built, nearly the same as the one now in use. Additional first-class cars are also required, in order to meet satisfactorily the increasing business.

The stock of freight and platform cars are upon many occasions inadequate to meet the demand, and will require to be increased during the present year.

The Bridge on the Windsor Branch, known as "Jordan's,"

during the dry weather of June last accidentally caught fire, and before it could be extinguished one span was destroyed, causing a short detention to the trains; the fire originated from the surrounding woods, which were then all on fire, and had it not been timely observed, and valuable assistance rendered by the men employed by Still Water Mill Company, the entire Bridge must have been destroyed.

The interruptions to the trains from snow, or otherwise, during the past year, have been of a trifling nature.

In order to relieve the regular trains of heavy freight, and with a view to ensure punctuality in running, I have during the Fall run special freight trains, which to a certain extent has remedied the delays so frequently complained of; although this can never be altogether obviated until an entire separation of passengers and freight is made. To carry this out on both Lines would entail considerable expense, but I have no doubt, when opening the Line to Pictou, the time-table can be arranged so as to meet the requirements both East and West by introducing connections at Windsor Junction.

The new Passenger Tariff came into operation on 4th May last. The Freight Tariff is now being revised, and will shortly be submitted for your consideration in order that it may be completed, and come into operation on 1st January, 1867.

In concluding this Report it is most gratifying to state that nearly one hundred and sixty-one thousand people have been carried over the Lines without injury or accident. The care and watchfulness manifested by the officers connected with the running of the trains are worthy of all praise.

I am, Sir, your obdt. servt.

GEO. TAYLOR, *Superintendent.*

(B 1.)

NOVA SCOTIA RAILWAY.

SUPERINTENDENT IN ACCOUNT WITH REVENUE.

Dr.		Cr.
1865.		1866.
Oct. 1st.	To balance from September.....\$18,942 83	Sept. 30th. By cash paid Chief Commissioner..\$186,222 86
Dec. 31st.	Receipts \$52,134 51	Overcharges on Freight, &c.... 545 96
1866.		Balance araears at Stations.... 27,908 27
March 31st.	Receipts 35,756 27	
June 30th.	do. 52,489 23	
Sept. 30th.	do. 55,354 25	
	————— \$195734 26	
	————— \$214,677 09	————— \$214,677 09

GEO. TAYLOR, *Supt.*

COMMISSIONER'S REPORT.

(B 2.)

VARIOUS SOURCES OF REVENUE AND AGGREGATE EARNINGS OF EACH STATION, TWELVE MONTHS ENDING 30TH SEPTEMBER, 1866.

Name of Agent.	Capacity.	Station.	Passenger Traffic.	Horse and Waggon Traffic.	Freight Traffic.	Total.
			\$	\$	\$	\$
A. Busby	Pass'ger Ag't.	Richmond	29793 05	7492 08	.....	37285 13
Jas. Alexander...	Freight do.	"	.....	.....	41785 11	41785 11
Edward Moran...	Station do.	Bedford...	2024 83	332 48	500 87	2858 18
J. H. Hodson.....	"	Rky. Lake	976 87	127 92	1661 13	2765 92
H. McIntosh.....	"	W. Junct'n	3169 93	87 10	2161 88	5418 91
Jos. G. Dimock..	"	Fletcher's,	.....	17 38	338 15	355 53
Geo. Nichols	"	Gr. Lake,	76 35	20 22	72 33	168 90
Col. J. W. Laurie	"	Oakfield,	.....	.....	279 52	279 52
J. J. Donaldson..	"	Enfield,	.....	106 69	1064 75	1171 44
R. M. Holesworth	"	Elmsdale,	1673 88	705 57	1840 50	4219 95
R. M. Holesworth	"	Truro R'd.	.....	.....	23 74	23 74
Samuel Keys.....	"	Wickwires	.....	64 02	681 98	746 00
Daniel Sinclair..	"	Shubenac.	2813 84	572 85	2545 79	5932 48
F. Holesworth...	"	Stewiacke	1465 12	876 21	1731 27	4072 60
W. F. Hamilton...	"	Brookfield	1627 82	510 71	2626 38	4764 91
Hugh McCallum	"	Truro.....	9978 89	2100 04	11509 29	23588 22
F. R. Boggs.....	"	B'r. Bank,	586 31	117 32	312 46	1016 09
Rich'd McLearn..	"	M. Uniacke	1449 64	595 13	1707 30	3752 07
J. L. Sweet.....	"	Newport,	2097 33	395 35	2019 15	4511 83
J. E. Fielding....	"	Windsor,	10979 75	4495 13	10032 95	25507 83
John Muraay....	Conductor,	.....	739 61	.....	.....	739 61
A. R. Adams.....	"	.....	508 10	.....	.....	508 10
John Ryan.....	"	.....	1051 35	.....	.....	1051 35
Geo. Donkin.....	"	.....	907 50	.....	.....	907 50
Robt. Duncan...	"	.....	247 45	.....	.....	247 45
Spare Conduct's	.....	.....	236 24	.....	.....	236 24
H. Hyde.....	Stage Prop'r.	.....	2162 66	.....	.....	2162 66
T. S. Lindsay....	"	.....	3172 48	.....	.....	3172 48
James Blair.....	"	.....	716 83	.....	.....	716 83
James King.....	St. Bt. Prop'r.	.....	5465 96	.....	.....	5465 96
Season Tickets..	.....	.....	3412 49	.....	.....	3412 49
R'd Trip Tickets	.....	.....	128 00	.....	.....	128 00
Special Trains..	.....	.....	186 24	.....	.....	186 24
Construction—						
Pictou Exten'n	.....	.....	798 76	.....	.....	798 76
Construction—						
Telegr. Exten'n	.....	.....	60 13	.....	.....	60 13
Emigr'n. Dept...	.....	.....	77 76	.....	.....	77 76
Commissariat—						
(Fishwick).....	.....	.....	126 67	.....	.....	126 67
Gen'l Post Office	.....	.....	.....	.....	2400 00	2400 00
Do. Extra Mail	.....	.....	.....	.....	.....	.....
Service.....	.....	.....	.....	.....	500 00	500 00
St. John, (N. B.)	.....	.....	.....	.....	.....	.....
Post Office.....	.....	.....	.....	.....	61 00	61 00
Maint. of Way—						
Eng. & Car Hire	.....	.....	.....	.....	1940 87	1940 87
Construct'n do.	.....	.....	.....	.....	218 25	218 25
Storage.....	.....	.....	.....	.....	324 75	324 75
Demurrage .....	.....	.....	.....	.....	54 00	54 00
Wharfage, Wdr.	.....	.....	.....	.....	12 80	12 80
Totals.....			88711 84	18616 20	88406 22	195734 26

(B 3.)

STATEMENT SHOWING MILEAGE OF TRAINS, NUMBER OF PASSENGERS, AND QUARTERLY RECEIPTS, FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1866.

MAIN LINE.

Quarter ending	Mileage of Trains.	No. of Passengers.			Amount received for			
		1st Cl.	2d Cl.	Total.	Passeng's.	Horse and Wagon.	Freight.	Total.
					\$	\$	\$	\$
Dec. 31, 1865	21622	7070	13583	20653	13560 34	3787 46	11871 71	29219 51
Mar. 31, 1866	20372	5397	10132	15529	9512 34	1519 24	10093 90	21125 48
June 30, "	22810	8731	12988	21719	13034 31	1403 21	14301 37	28738 89
Sept. 30, "	23072	13046	13430	26476	15432 88	2317 42	13397 16	31147 46
Totals.....	87876	34244	50133	84377	51539 87	9027 33	49664 14	110231 34

WINDSOR BRANCH.

Quarter ending	Mileage of Trains.	No. of Passengers.			Amount received for			
		1st Cl.	2d Cl.	Total.	Passeng's.	Horse and Wagon.	Freight.	Total.
					\$	\$	\$	\$
Dec. 31, 1865	18084	6030	6977	13007	9219 68	4064 32	9631 00	22915 00
Mar. 31, 1866	17481	3694	5415	9109	5349 75	1754 01	7527 03	14630 79
June 30, "	19472	7299	6785	14084	10474 27	1577 36	11698 71	23750 34
Sept. 30, "	19316	10691	6491	17182	12128 27	2193 18	9885 34	24206 79
Totals.....	74953	27714	25668	53382	37171 97	9588 87	38742 08	85502 92

SUMMARY -- MAIN LINE AND WINDSOR BRANCH.

Quarter ending	Mileage of Trains.	No. of Passengers.			Amount received for			
		1st Cl.	2d Cl.	Total.	Passeng's.	Horse and Wagon.	Freight.	Total.
					\$	\$	\$	\$
Dec. 31, 1865	40306	13100	20560	33660	22780 02	7851 78	21502 71	52134 51
Mar. 31, 1866	37853	9091	15547	24638	14862 09	3273 25	17620 93	35756 27
June 30, "	42282	16030	19773	35803	23508 58	2980 57	26000 08	52489 23
Sept. 30, "	42388	23737	19921	43658	27561 15	4510 60	23282 50	55354 25
Totals.....	162829	61958	75801	137759	88711 84	18616 20	88406 22	195734 26

GEO. TAYLOR.

(B 4.)

STATEMENT SHOWING THE NUMBER OF PASSENGERS FOR THE TWELVE MONTHS ENDING 30TH SEPTEMBER, 1866.

MAIN LINE.					WINDSOR BRANCH.				
MONTH.	1st Class.	2nd Class.	Total.	Totals.	MONTH.	1st Class.	2nd Class.	Total.	Totals.
1865					1865				
October	2754	4274	7028		October	2365	2274	4639	
November	2132	4751	6883		November	2079	2318	4397	
December	2184	4558	6742		December	1586	2385	3971	
				20653					13007
1866					1866				
January	2072	3353	5425		January	1286	1954	3240	
February	1588	3030	4618		February	1126	1564	2690	
March	1737	3749	5486		March	1282	1897	3179	
				15529					9109
April	2061	4182	6243		April	2043	2303	4346	
May	2743	4629	7372		May	2370	2320	4690	
June	3927	4177	8104		June	2886	2162	5048	
				21719					14084
July	3796	4855	8651		July	3293	2235	5528	
August	5267	4310	9577		August	4125	1998	6123	
September	3983	4265	8248		September	3273	2258	5531	
				26476					17182
Totals	34244	50133		84377	Totals	27714	25668		53382

RECAPITULATION.

MAIN LINE — 1st Class	34244	2nd Class	50133	Total	84377
WINDSOR BRANCH — 1st Class	27714	2nd Class	25668	Total	53382
		Total			137759

GEO. TAYLOR.

COMMISSIONER'S REPORT.

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(B 5.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1866.

PASSENGER TRAFFIC.

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NOVA SCOTIA RAILWAY.

Stations.	Oct.	Nov.	Dec.	January.	February.	March.	April.	May.	June.	July.	August.	Sept.	Total.
Richmond	2625 93	\$2477 67	\$2461 62	\$1895 30	\$1432 72	\$1846 31	\$2299 26	\$2410 08	\$2830 73	\$3279 45	\$3318 84	\$2915 14	\$29793 05
Bedford	130 99	137 40	108 26	115 51	89 79	106 44	121 83	177 23	212 74	213 75	330 49	280 40	2024 83
Rocky Lake	73 29	77 48	101 94	77 60	76 65	75 07	75 53	75 20	76 66	92 63	94 94	79 88	976 87
Grand Lake	22 60	29 66	24 09										76 35
Elmsdale	124 58	125 93	154 29	95 86	93 72	116 92	141 38	154 88	190 45	189 91	142 44	143 52	1673 88
Shubenacadie	254 63	293 82	218 92	205 01	135 86	211 45	222 88	241 54	247 95	247 79	281 52	252 47	2813 84
Stewiacke	198 74	132 47	125 75	84 79	73 12	82 35	112 24	136 13	129 96	148 18	104 86	136 53	1465 12
Brookfield	182 28	145 37	148 87	86 96	94 80	106 65	135 04	144 40	151 52	165 50	136 10	130 33	1627 82
Truro	1147 68	825 34	927 81	733 39	603 96	677 48	679 66	767 57	837 92	890 31	1018 88	863 89	9978 89
Windsor Junction	231 43	317 91	288 90	224 52	184 23	256 44	278 63	248 20	261 97	266 82	270 25	290 63	3169 93
Beaver Bank	54 32	42 87	36 72	46 09	53 11	39 70	44 86	43 29	52 15	61 89	57 20	54 11	586 31
Mount Uniacke	110 52	84 19	95 04	90 84	83 04	114 10	102 56	127 11	179 12	159 37	160 04	143 71	1449 64
Newport	221 81	177 50	189 00	188 21	130 90	143 88	164 99	155 54	157 08	170 23	175 83	222 36	2097 33
Windsor	1138 56	983 77	814 80	647 37	473 87	602 89	807 84	1010 11	1177 53	1114 94	1128 98	1079 09	10979 75
John Murray	66 37	65 62	67 53	41 98	42 06	40 37	49 19	53 14	54 15	89 32	97 20	72 68	739 61
A. R. Adams	33 66	53 05	64 81	46 27	2 24		11 72	58 89	58 44	65 84	57 94	55 24	508 10
John Ryan	100 10	86 88	104 88	73 68	74 98	76 59	83 49	91 78	83 70	103 23	71 75	100 29	1051 35
George Donkin	38 32	70 96	57 98	63 31	60 07	9 98	82 28	130 58	123 16	130 24	91 31	49 31	907 50
Robert Duncan	62 76	10 76	9 11	2 45	29 65	44 64	32 94	75	3 62	9 29	29 03	12 45	247 45
Spare Conductors			2 25			130 18	60	21 88		6 04	17 77	57 52	236 24
H. Hyde	261 63	200 43	171 36	84 15	48 96	41 31	158 36	234 09	214 20	258 57	255 51	234 09	2162 66
T. S. Lindsay	310 59	314 42	249 39	233 33	149 94	192 78	298 35	549 27	156 83	257 81	237 92	221 85	3172 48
James Blair	106 34	35 19	15 30				6 12	117 81	97 16	113 99	129 29	95 63	716 83
James King	549 50	590 20	196 00			65 50	507 50	633 14	591 50	756 68	814 00	761 94	5465 96
Season Tickets	254 62	243 00	208 50	290 00	137 50	352 50	298 25	359 00	494 87	295 00	222 50	256 75	3412 49
Round Trip Tickets			4 00							2 00			122 00
Special Trains					20 00						156 34	9 90	186 24
Construction (Pictou Exten.)				12 69	8 67	6 65	23 64	208 97	108 78	87 58	183 78	98 24	798 76
Do. Telegraph Service		3 05	56 71								60 13		60 13
Emigration Department					77 76								77 76
Commissariat (Fishwick)							126 67						126 67
Totals	\$8351 25	\$7524 94	\$6903 83	\$5344 31	\$4177 60	\$5340 18	\$6865 81	\$8150 58	\$8492 19	\$9176 36	\$9644 84	\$8739 95	\$88711 84

(B 6.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1866.

HORSE AND WAGGON TRAFFIC.

Stations.	Oct.	Nov.	Dec.	January.	February.	March.	April.	May.	June.	July.	August.	Sept.	Total.
Richmond.....	\$1012 88	\$971 52	\$1124 71	\$552 76	\$365 62	\$398 93	\$336 76	\$455 99	\$498 30	\$506 18	\$528 98	\$739 45	\$7492 08
Bedford.....	40 85	36 94	24 65	15 80	15 95	17 85	15 19	22 07	23 21	33 65	32 76	53 56	332 48
Rocky Lake.....	12 11	8 01	18 34	8 08	9 27	8 78	11 11	11 06	9 38	10 42	8 71	12 65	127 92
Fletcher's.....							3 50	4 73	3 25	1 25	3 45	1 20	17 38
Grand Lake.....	8 08	1 29	68	1 15	1 45	1 65	1 90	62		2 80	60		20 22
Enfield.....	18 41	7 73	9 32	2 85	5 98	8 67	7 55	15 86	4 97	5 55	9 22	10 58	106 69
Elmsdale.....	88 30	74 31	58 31	26 24	27 44	33 47	34 39	51 82	42 95	103 71	93 05	71 58	705 57
Wickwire's.....	15 01	13 04	9 90	4 35	1 93	1 40	1 05	5 17	1 33	2 02	4 71	4 11	64 02
Shubenacadie.....	71 50	60 94	54 24	43 09	34 87	26 42	27 76	41 75	30 73	60 95	53 97	66 63	572 85
Stewiacke.....	215 07	135 68	125 09	48 32	38 76	31 43	29 19	49 15	55 91	71 58	42 38	33 65	876 21
Brookfield.....	84 55	59 08	93 40	40 36	38 70	26 83	33 65	27 51	35 13	36 90	12 82	21 78	510 71
Truro.....	270 86	320 70	413 78	249 92	93 35	100 38	86 68	95 88	102 31	110 57	123 45	132 16	2100 04
Windsor Junction.....	7 40	13 02	6 55	5 48	9 30	6 74	9 59	5 85	5 32	2 85	4 30	10 70	87 10
Beaver Bank.....	18 80	13 25	10 27	7 30	2 12	8 80	7 01	6 11	5 48	12 57	12 11	13 50	117 32
Mount Uniacke.....	95 10	59 82	58 85	17 68	16 76	25 38	28 51	40 64	39 18	42 04	62 98	108 19	595 13
Newport.....	37 68	23 55	19 55	23 90	15 04	16 10	19 35	16 25	23 80	30 60	62 30	107 23	395 35
Windsor.....	716 50	589 42	722 74	415 98	183 05	237 57	149 86	215 60	230 21	204 10	316 45	513 65	4495 13
Totals.....	\$2713 10	\$2388 30	\$2750 38	\$1463 26	\$859 59	\$950 40	\$803 05	\$1066 06	\$1111 46	\$1237 74	\$1372 24	\$1900 62	\$18616 20

COMMISSIONER'S REPORT.

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(B 7.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1866.

FREIGHT OUTWARDS.

Station.	Oct.	Nov.	Dec.	January.	February.	March.	April.	May.	June.	July.	August.	Sept.	Total.
Richmond.....	\$1391 56	\$1112 44	\$940 42	\$545 31	\$414 89	\$706 83	\$1145 89	\$1884 58	\$3055 70	\$904 06	\$1296 77	\$1922 85	\$15321 30
Bedford.....	3 57	4 20	1 73	4 56	2 00	3 06	9 27	3 95	3 40	3 96	3 50	8 58	51 78
Rocky Lake.....	93	1 94	3 34	4 26	1 80	60	1 13	1 99	1 35	1 20	52	1 40	20 46
Fletcher's.....				7 50		8 87	17 40	20 80	44 74	40 20	3 95	10 35	153 81
Grand Lake.....	90	20	90			40			65	20	30	20	3 75
Oakfield.....						85					44	84	2 13
Enfield.....	6 28	11 21	5 93	4 07	2 57	5 73	2 85	7 76	5 15	8 70	2 63	2 52	65 40
Elmsdale.....	35 01	38 19	23 29	13 91	14 39	20 77	18 44	28 69	42 76	37 89	39 52	24 43	337 29
Truro Road.....		1 24	1 16										2 40
Wickwire's.....	15 19	13 93	25 22	20 13	19 82	16 32	34 56	24 44	19 82	18 52	23 12	14 38	245 45
Shubenacadie.....	53 21	48 45	45 37	48 57	15 00	55 37	37 91	63 69	38 82	45 14	48 74	48 24	548 51
Stewiacke.....	82 10	68 12	144 94	39 62	38 06	28 64	76 34	118 99	58 34	78 06	34 71	43 27	811 19
Brookfield.....	144 99	132 91	102 99	79 35	57 79	52 81	63 68	97 11	68 64	133 90	169 96	69 63	1173 76
Truro.....	231 27	194 75	365 54	184 73	193 08	326 85	300 82	297 10	205 71	416 07	375 29	347 01	3438 22
Windsor Junction.....	2 87	2 44	4 47	3 77	20 75	34 78	5 08	1 00	7 90	1 98	7 93	6 31	99 28
Beaver Bank.....	6 36	16 06	6 51	7 40	2 28	5 52	6 63	6 66	10 00	3 74	5 32	7 73	84 21
Mount Uniacke.....	19 70	27 41	16 37	7 55	10 43	13 43	22 80	18 61	17 27	25 16	12 58	19 26	210 57
Newport.....	99 37	70 30	59 90	76 99	35 52	57 76	65 66	58 19	35 86	44 56	74 90	98 10	777 11
Windsor.....	129 63	129 51	175 95	542 03	410 71	140 92	229 81	189 27	135 58	120 77	167 84	92 71	2464 73
General Post Office.....			600 00			600 00			600 00			600 00	2400 00
Do. Express Mails.....	60 00	50 00	20 00				40 00		130 00	60 00	70 00	70 00	500 00
Do. St. John, N. B.....					61 00								61 00
Per. Way Hire Loco. & Cars.....	392 00	386 50	59 00	30 00	29 00			392 87	85 50	420 00	84 00	62 00	1940 87
Construction do.....			147 50							42 75	28 00		218 25
Storage (Hay Shed).....		2 44	20 79	57 32	31 24	47 68	33 00	45 19	11 10	23 88	16 86	35 25	324 75
Demurrage.....										54 00			54 00
Wharfage (Windsor).....			7 80				5 00						12 80
Totals.....	\$2674 94	\$2312 24	\$2779 12	\$1677 07	\$1360 33	\$2127 19	\$2116 27	\$3260 89	\$4578 29	\$2484 74	\$2466 88	\$3485 06	\$31323 02

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NOVA SCOTIA RAILWAY.

(B 8.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1866.

FREIGHT INWARDS.

Stations.	Oct.	Nov.	Dec.	January.	February.	March.	April.	May.	June.	July.	August.	Sept.	Total.
Richmond.....	\$2024 26	\$2360 83	\$2153 89	\$1615 05	\$1890 10	\$2190 67	\$2698 78	\$2293 83	\$1847 78	\$2023 87	\$2285 73	\$3079 02	\$26463 81
Bedford.....	17 62	22 64	42 07	26 79	17 95	50 83	34 69	30 29	32 78	79 43	60 39	32 61	449 09
Rocky Lake.....	150 91	123 78	190 66	116 44	130 88	95 64	178 18	192 35	117 92	114 54	111 67	117 70	1640 67
Fletcher's.....	6 73	1 98	4 91	13 00	2 67	32 97	10 57	12 08	33 06	47 30	9 48	9 59	184 34
Grand Lake.....	3 46	7 24	8 22	6 50	7 22	5 64	7 08	8 30	5 38	6 19	2 66	69	68 58
Oakfield.....	60 50	18 60	34 61	11 80	21 64	16 24	31 77	45 92	10 08	6 15	16 13	3 95	277 39
Enfield.....	67 66	59 81	78 69	76 38	80 32	132 28	107 77	128 53	82 20	69 05	59 52	57 14	999 35
Elmsdale.....	86 76	106 11	58 56	47 98	117 33	75 15	114 06	268 51	184 45	184 27	129 29	130 74	1503 21
Truro Road.....	36	1 76	2 88	1 14	1 87	1 36	1 10	3 60	2 34	1 79	1 24	1 80	21 34
Wickwire's.....	12 86	42 81	18 53	37 27	20 35	18 70	28 58	43 60	62 88	25 48	75 52	49 95	436 53
Shubenacadie.....	133 12	127 95	125 66	97 93	90 18	169 44	175 53	321 19	231 13	137 22	207 34	180 59	1997 28
Stewiacke.....	56 47	71 48	70 07	40 96	81 67	71 11	96 61	124 66	78 04	100 79	70 10	58 12	920 08
Brookfield.....	76 48	67 15	77 48	83 67	96 76	141 61	157 00	165 22	143 10	186 74	135 44	121 97	1452 62
Truro.....	690 98	646 82	699 05	666 41	651 50	742 56	588 46	906 31	727 79	697 84	511 47	541 88	8071 07
Windsor Junction.....	297 16	208 53	223 91	122 41	135 53	146 64	159 27	139 57	105 42	206 12	146 17	171 87	2062 60
Beaver Bank.....	16 86	14 55	12 86	5 03	12 07	12 31	57 21	18 27	18 35	31 36	17 19	12 19	228 25
Mount Uniacke.....	68 86	86 18	92 39	132 92	199 09	133 77	95 27	162 19	192 25	116 38	106 72	110 71	1496 73
Newport.....	66 23	58 78	127 90	97 01	105 88	88 06	140 30	152 03	107 39	134 55	95 81	68 10	1242 04
Windsor.....	710 31	635 34	503 04	354 06	556 34	559 26	801 28	806 69	755 64	659 90	682 68	543 68	7568 22
Totals.....	4547 59	4662 34	4526 08	3552 75	4219 35	4684 24	5483 51	5823 14	4737 98	4828 97	4724 55	5292 30	57083 20

NOVA SCOTIA RAILWAY.

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(B 9.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1866.

FREIGHT TRAFFIC, (OUTWARD AND INWARD.)

STATIONS.	Oct.	Nov.	Dec.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept.	Total.
Richmond.....	\$3415 82	\$3473 27	\$3094 31	\$2160 36	\$2304 99	\$2897 50	\$3844 67	\$4178 41	\$4903 48	\$2927 93	\$3582 50	\$5001 87	\$41785 11
Bedford.....	21 19	26 84	44 80	31 35	19 85	53 89	43 96	34 24	36 18	83 39	63 89	41 19	500 87
Rocky Lake.....	151 84	125 72	194 00	120 70	132 68	96 24	179 31	194 34	119 27	115 74	112 19	119 10	1661 13
Fletcher's.....	6 73	1 98	4 91	20 50	2 67	41 84	27 97	32 88	77 80	87 50	13 43	19 94	338 15
Grand Lake.....	4 36	7 44	9 12	6 50	7 22	6 04	7 08	8 30	6 03	6 39	2 96	89	72 33
Oakfield.....	60 50	18 60	34 61	11 80	21 64	17 09	31 77	45 92	10 08	6 15	16 57	4 79	279 52
Enfield.....	73 94	71 02	84 62	80 45	82 89	138 01	110 62	136 29	87 35	77 75	62 15	59 66	1064 75
Elmsdale.....	121 77	144 30	81 85	61 89	131 72	95 92	132 50	297 20	227 21	222 16	168 81	155 17	1840 50
Truro Road.....	36	3 00	4 14	1 14	1 87	1 36	1 10	3 60	2 34	1 79	1 24	1 80	23 74
Wickwire's.....	28 05	56 74	43 75	57 40	40 17	35 02	63 14	68 04	82 70	44 00	98 64	64 33	681 98
Shubenacadie.....	186 33	176 40	171 03	146 50	105 18	224 81	213 44	384 88	269 95	182 36	256 08	228 83	2545 79
Stewiacke.....	138 57	139 60	215 01	80 58	119 73	99 75	172 95	243 65	136 38	178 85	104 81	101 39	1731 27
Brookfield.....	221 47	200 06	130 47	163 02	154 55	194 42	220 68	262 33	211 74	320 64	305 40	191 60	2626 38
Truro.....	922 25	841 57	1064 59	851 14	844 58	1069 41	889 28	1203 41	933 50	1113 91	886 76	888 89	11609 29
Windsor Junction.....	303 03	210 97	228 38	126 18	156 28	181 42	164 35	140 57	113 32	208 10	154 10	178 18	2161 88
Beaver Bank.....	23 22	30 61	19 37	12 43	14 35	17 83	63 84	24 93	28 35	35 10	22 51	19 92	312 46
Mount Uniacke.....	88 56	113 59	108 76	140 47	209 52	147 20	118 07	180 80	209 52	141 54	119 30	129 97	1707 30
Newport.....	165 60	129 08	187 80	174 00	141 40	145 82	205 96	210 22	143 25	179 11	170 71	166 20	2019 15
Windsor.....	839 94	764 85	678 99	896 09	967 05	700 18	1031 09	995 96	891 22	780 67	850 52	636 39	10032 95
General Post Office.....			600 00			600 00			600 00			600 00	2400 00
Do. Extra Mail Service.....	60 00	50 00	20 00				40 00		130 00	60 00	70 00	70 00	500 00
Do. St. John, N. B.....					61 00								61 00
Permanent Way (Hire of Loco's and Cars.....)	392 00	386 50	59 00	30 00	29 00			392 87	85 50	420 00	84 00	62 00	1940 87
Construction Do.....			147 50							42 75	28 00		218 25
Storage (Hay Shed).....		2 44	20 79	57 32	31 24	47 68	33 00	45 19	11 10	23 88	16 86	35 25	324 75
Demurrage.....										54 00			54 00
Wharfage.....			7 80				5 00						12 80
Totals.....	7222 53	6974 58	7305 60	5229 82	5579 68	6811 43	7599 78	9084 03	9316 27	7313 71	7191 43	8777 36	88406 22

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NOVA SCOTIA RAILWAY.

(B 10.)

COMPARATIVE STATEMENT OF RECEIPTS ON THE MAIN LINE.

TWELVE MONTHS ENDING 30TH SEPTEMBER, 1865 AND 1866.

1864				1865									
	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	TOTAL.
Passenger.....	\$4149 53	3440 13	3716 23	3198 06	2421 21	3147 61	3318 01	4204 76	4968 43	4997 69	4451 80	4662 40	46765 86
Horse and Waggon....	1269 23	1036 08	1224 98	601 61	425 73	441 90	433 29	509 94	594 44	600 23	594 64	971 59	8703 66
Freight.....	4145 78	3153 25	3382 34	3478 92	3286 44	3960 14	2898 22	4236 15	4407 39	4020 34	3973 15	4821 95	45764 07
Total.....	9564 54	7629 46	8323 55	7278 59	6133 38	7549 65	6640 52	9040 85	9970 26	9618 26	9019 59	10455 94	101233 59

1865				1866									
	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	TOTAL.
Passengers.....	\$4880 66	4358 72	4320 96	3411 86	2654 33	3446 15	3693 20	4763 30	4577 81	5249 89	5380 73	4802 26	51539 87
Horse and Waggon....	1287 60	1192 10	1307 76	682 91	422 42	413 91	381 32	516 78	505 11	735 78	806 31	775 33	9027 33
Freight.....	4115 69	3411 28	4344 74	2999 12	3064 71	4030 07	3754 53	4741 36	5805 48	4342 11	3963 00	5092 05	49664 14
Total.....	10283 95	8962 10	9973 46	7093 89	6141 46	7890 13	7829 05	10021 44	10888 40	10327 78	10150 04	10669 64	110231 34

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(B 11).

COMPARATIVE STATEMENT OF RECEIPTS ON THE WINDSOR BRANCH.

TWELVE MONTHS ENDING 30TH SEPTEMBER, 1865 AND 1866.

	1864			1865									
	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	TOTAL.
Passenger	\$3335 31	2777 87	2418 75	1630 57	1521 18	1801 71	2845 41	3210 10	3903 18	3727 17	4171 41	3964 69	35307 35
Horse and Waggon...	1116 37	1332 03	1490 23	704 10	556 03	402 95	351 86	348 02	552 37	480 31	978 13	1228 15	9540 58
Freight.....	2883 40	3256 58	2913 92	2290 38	2071 36	3118 56	3337 72	3559 56	2941 18	2568 05	2331 53	3385 69	34657 93
Total.....	7335 08	7366 48	6822 90	4625 05	4118 57	5323 22	6531 99	7117 68	7396 73	6775 56	7481 07	8578 53	79505 86

	1865			1866									
	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	TOTAL.
Passenger	3470 59	3166 22	2582 87	1932 45	1523 27	1894 03	3172 61	3387 28	3914 38	3926 47	4264 11	3937 69	37171 97
Horse and Waggon...	1425 50	1196 20	1442 62	780 35	437 17	536 49	421 73	519 28	606 35	501 96	565 93	1125 29	9588 87
Freight.....	3106 84	3563 30	2960 86	2230 70	2514 97	2781 36	3845 25	4342 67	3510 79	2971 60	3228 43	3685 31	38742 08
Total.....	8002 93	7925 72	6986 35	4943 50	4475 41	5211 88	7439 59	8279 23	8031 52	7400 03	8058 47	8748 29	85502 92

Total earnings for the Twelve Months ending 30th September, 1865 \$180,739 45
 Do. do. do. 30th September, 1866 195,734 26
 Increase in latter period \$14,994 81

(B 12.)

FIRST QUARTER — NUMBER OF FIRST AND SECOND CLASS PASSENGERS CARRIED FROM EACH STATION, WITH THE AMOUNT RECEIVED, FOR THE THREE MONTHS ENDING 31ST DECEMBER, 1865.

STATIONS.	OCTOBER.				NOVEMBER.				DECEMBER.				TOTALS.				AGGREGATE.	
	No. Pass.		Amounts received.		No. Pass.		Amounts received.		No. Pass.		Amounts received.		No. Passgrs.		Amounts received.		No.	Amount
	1st	2nd	1st Class.	2d Class.	1st	2nd	1st Class.	2d Class.	1st	2nd	1st Class.	2d Class.	1st	2nd	1st Class.	2d Class.	Passg.	received.
			\$	\$			\$	\$			\$	\$			\$	\$		\$
Richmond	1320	1772	1470 50	1155 43	1104	2110	1182 53	1295 14	1044	2003	1092 63	1368 99	3468	5885	3745 66	3819 56	9353	7565 22
Redford	171	195	79 28	51 71	155	233	80 15	57 25	138	192	59 47	48 79	464	620	218 90	157 75	1084	376 65
Rocky Lake	76	150	37 61	35 68	85	154	35 82	41 66	98	205	44 84	57 10	259	599	118 27	134 44	768	252 71
Grand Lake.....	10	45	5 82	16 78	22	40	14 91	14 75	23	27	14 45	9 64	55	112	35 18	41 17	167	76 35
Elmsdale	49	203	30 07	94 51	30	241	23 16	102 77	57	246	38 19	116 10	136	690	91 42	313 38	826	404 80
Shubenacadie...	150	270	117 53	137 10	189	271	162 46	131 36	96	269	85 34	133 58	435	810	365 33	402 04	1245	767 37
Stewiacke	114	215	76 30	122 44	73	165	51 92	80 55	68	204	34 05	91 70	255	584	162 27	294 69	839	456 96
Brookfield	119	206	76 87	105 41	70	213	34 87	110 50	112	201	57 03	91 84	301	620	168 77	307 75	921	476 52
Truro	436	599	633 94	513 74	244	563	340 70	484 64	266	660	349 80	578 01	946	1822	1324 44	1576 39	2768	2900 83
Windsor Junct'n	138	594	76 53	204 90	118	712	69 06	248 85	152	523	84 32	204 58	408	1829	229 91	658 33	2237	888 24
Reaver Bank....	37	194	13 33	40 99	27	135	12 10	30 77	20	126	8 90	27 82	84	455	34 33	99 58	539	133 91
Mount Uniacke..	74	164	46 50	64 02	29	162	18 34	65 85	48	156	33 82	61 22	151	482	98 66	191 09	633	289 75
Newport.....	166	219	126 19	95 62	158	183	102 91	74 59	158	229	99 59	89 41	482	631	328 09	259 62	1113	588 31
Windsor.....	742	529	820 78	317 78	568	573	632 55	351 22	465	550	506 45	308 35	1775	1652	1959 78	977 35	3427	2937 13
J. Murray, guard	104	146	34 18	32 19	118	199	31 26	34 36	124	257	22 18	45 35	346	602	87 62	111 90	948	199 52
A. R. Adams "	35	259	6 84	26 82	79	334	15 28	37 77	94	346	17 26	47 55	208	939	39 38	112 14	1147	151 52
John Ryan "	138	380	36 40	63 79	73	384	15 63	71 25	77	437	27 62	77 26	288	1201	79 63	212 21	1489	291 86
Geo. Donkin "	44	223	7 65	30 67	75	370	17 63	53 33	44	286	9 24	48 74	163	879	34 52	132 74	1042	167 26
Robt. Duncan "	153	185	32 26	30 50	12	22	4 23	6 53	17	26	3 62	5 49	182	233	40 11	42 52	415	82 63
Spare Conduct's											2 25				2 25			2 25
H. Hyde.....	171		261 63		131		200 43		122		171 36		414		633 42		414	633 42
T. S. Lindsay ...	203		310 59		206		314 42		174		249 39		583		874 40		583	874 40
J. Blair.....	70		106 34		23		35 19		10		15 30		103		156 83		103	156 83
J. King.....	561		549 50		602		590 20		198		196 00		1361		1335 70		1361	1335 70
Season Tickets..	38		254 62		20		243 00		16		208 50		74		706 12		74	706 12
Construction—																		
(Pictou Exten.)						5		3 05	155		56 71		155	5	56 71	3 05	160	59 76
Round trip Tick.									4		4 00		4		4 00		4	4 00
Totals.....	5119	6548	5211 26	3139 99	4211	7069	4238 75	3296 19	3770	6943	3492 31	3411 52	13100	20560	12932 32	9847 70	33660	22780 02

(B 12.)

SECOND QUARTER.—NUMBER OF FIRST AND SECOND CLASS PASSENGERS CARRIED FROM EACH STATION, WITH THE AMOUNTS RECEIVED, FOR THE THREE MONTHS ENDING MARCH 31ST, 1866.

STATIONS.	JANUARY.				FEBRUARY.				MARCH.				TOTALS.				AGGREGATE.	
	No. Pass.		Amts. received.		No. Pass.		Amts. received.		No. Pass.		Amts. received.		No. of Pass.		Amts. received.		No. of Passengers	Amts. received.
	1st	2nd	1st class.	2d class.	1st	2nd	1st class.	2d class.	1st	2nd	1st class.	2d class.	1st	2nd	1st class.	2d class.		
			\$	\$			\$	\$			\$	\$			\$	\$		
Richmond	1074	1440	1007 92	887 38	764	1186	719 03	713 69	908	1366	965 98	880 33	2746	3992	2692 93	2481 40	6738	5174 33
Bedford	181	172	76 76	38 75	132	173	56 97	32 82	97	235	43 97	62 47	410	580	177 70	134 04	990	311 74
Rocky Lake	86	198	36 85	40 75	76	171	41 22	35 43	80	122	40 97	34 10	242	491	119 04	110 28	733	229 32
Elmsdale	45	148	27 35	68 51	41	168	18 94	74 78	41	232	18 58	98 34	127	548	64 87	241 63	675	306 50
Shubenacadie	143	168	115 82	89 19	85	152	61 77	74 09	103	230	89 19	122 26	331	550	266 78	285 54	881	552 32
Stewiacke	52	102	34 11	50 68	43	107	27 59	45 53	53	131	31 69	50 66	148	340	93 39	146 87	488	240 26
Brookfield	52	131	25 87	61 09	42	131	29 25	65 55	57	210	23 02	83 63	151	472	78 14	210 27	623	288 41
Truro	298	373	427 02	310 77	224	315	341 17	262 79	268	420	368 45	309 03	790	1108	1137 24	882 59	1898	2019 83
Windsor Junction	145	444	77 28	147 24	96	417	56 90	127 33	111	544	60 61	195 83	352	1405	194 79	470 40	1757	665 19
Beaver Bank	42	136	16 19	29 90	56	97	29 70	23 41	24	141	12 29	27 41	122	374	58 18	80 72	496	138 90
Mount Uniacke	58	151	36 15	54 69	58	121	35 95	47 09	63	172	45 91	68 19	179	444	118 01	169 97	623	287 98
Newport	159	179	116 14	72 07	97	184	65 05	65 85	115	198	74 00	69 88	371	561	255 19	207 80	932	462 99
Windsor	423	387	456 43	190 94	288	410	299 86	174 01	358	488	373 09	229 80	1069	1285	1129 38	594 75	2354	1724 13
J. Murray (Guard)	101	197	19 84	22 14	129	162	19 23	22 83	136	187	19 87	20 50	366	546	58 94	65 47	912	124 41
A. R. Adams do	80	404	12 50	33 77	2	20	0 36	1 88					82	424	12 86	35 65	506	48 51
John Ryan do	60	367	15 23	58 45	112	260	29 43	45 55	82	342	19 22	57 37	254	969	63 88	161 37	1223	225 25
George Donkin, do	95	299	24 30	39 01	79	317	16 89	43 18	11	70	2 23	7 75	185	686	43 42	89 94	871	133 36
Robert Duncan, do	5	9	1 11	1 34	82	185	9 17	20 48	139	203	14 10	30 54	226	397	24 38	52 36	623	76 74
Spare Conductors									114	355	60 87	69 31	114	355	60 87	69 31	469	130 18
H. Hyde	55		84 15		32		48 96		27		41 31		114		174 42		114	174 42
T. S. Lindsay	153		233 33		98		149 94		126		192 78		377		576 05		377	576 05
J. Blair																		
J. King									66		65 50		66		65 50		66	65 50
Season Tickets	28	2	288 50	1 50	12	2	136 00	1 50	28		352 50		68	4	777 00	3 00	72	780 00
Special Train (W. Curry)					58		20 00						58		20 00		58	20 00
Emigrants					108		77 76						108		77 76		108	77 76
Construc. (Pictou Exten.)	23		12 69		16		8 67		12		6 65		35	16	19 34	8 67	51	28 01
Totals	3358	5307	3146 14	2198 17	2714	4594	2291 14	1886 46	3019	5646	2922 78	2417 40	9091	15547	8360 06	6502 03	24638	14862 09

(B 12.)

THIRD QUARTER.—NUMBER OF FIRST AND SECOND CLASS PASSENGERS CARRIED FROM EACH STATION, WITH THE AMOUNTS RECEIVED FOR THE THREE MONTHS ENDING 30TH JUNE, 1866.

STATION.	APRIL.				MAY.				JUNE.				TOTALS.				AGGREGATE.	
	No. Pass.		Amounts received.		No. Pass.		Amounts received.		No. Pass.		Amounts received.		No. Passengs.		Amounts received.		No. Pass.	Amount received.
	1st.	2nd.	1st Class.	2d Class.	1st.	2nd.	1st Class.	2d Class.	1st.	2nd.	1st Class.	2d Class.	1st.	2nd.	1st Class.	2d Class.		
Richmond.....	1131	1743	\$ 1204 68	\$ 1094 58	1315	1780	\$ 1337 26	\$ 1072 82	2746	1523	\$ 1941 77	\$ 888 96	5192	5046	\$ 4483 71	\$ 3056 36	10238	\$ 7540 07
Bedford.....	143	254	62 04	59 79	253	242	124 65	52 58	325	312	145 05	67 69	721	808	331 74	180 06	1529	511 80
Rocky Lake.....	84	96	48 55	26 98	83	113	42 72	32 48	107	134	44 96	31 70	274	343	136 23	91 16	617	227 39
Elmsdale.....	37	278	24 70	116 68	61	292	34 10	120 78	83	322	56 29	134 16	181	892	115 09	371 62	1073	486 71
Shubenacadie.....	121	231	106 16	116 72	126	233	105 96	135 58	167	240	135 39	112 56	414	754	347 51	364 86	1168	712 37
Stewiacke.....	66	134	48 92	63 32	79	167	63 67	72 46	84	151	63 26	66 70	229	452	175 85	202 48	681	378 33
Brookfield.....	91	217	50 43	84 61	112	202	64 39	80 01	104	215	74 54	76 98	307	634	189 36	241 60	941	430 96
Truro.....	226	493	313 68	365 98	321	452	427 34	340 23	374	453	508 40	329 52	921	1398	1249 42	1035 73	2319	2285 15
Windsor Junction...	125	612	64 82	213 81	142	483	81 80	166 40	148	531	86 23	175 74	415	1626	232 85	555 95	2041	788 80
Beaver Bank.....	26	160	10 46	34 40	32	114	12 86	30 43	44	111	22 95	29 20	102	385	46 27	94 03	487	140 30
Mount Uniacke.....	48	160	33 89	68 67	71	201	46 14	80 97	121	265	82 00	97 12	240	626	162 03	246 76	866	408 79
Newport.....	125	202	88 19	76 80	148	213	86 90	68 64	140	198	100 96	56 12	413	613	276 05	201 56	1026	477 61
Windsor.....	502	517	507 72	300 12	641	531	707 90	302 21	830	501	939 87	237 66	1973	1549	2155 49	839 99	3522	2995 48
J. Murray, Guard....	103	142	23 08	26 11	130	224	18 07	35 07	140	188	25 12	29 03	373	554	66 27	90 21	927	156 48
A. R. Adams, ".....	24	97	3 10	8 62	114	412	19 20	39 69	153	281	26 11	32 33	291	790	48 41	80 64	1081	129 05
John Ryan ".....	110	374	26 11	57 38	80	461	14 23	77 55	104	381	24 16	59 54	294	1216	64 50	194 47	1510	258 97
Geo. Donkin, ".....	148	467	21 16	61 12	123	538	39 27	91 31	147	478	42 10	81 06	418	1483	102 53	233 49	1901	336 02
Robt. Duncan, ".....	99	164	9 23	23 71	1	.....	75	.....	22	4	3 22	40	122	168	13 20	24 11	290	37 31
Spare Conductors....	1	7	20	40	21	127	5 34	16 54	.....	.....	.....	.....	22	134	5 54	16 94	156	22 48
H. Hyde.....	104	.....	158 36	.....	153	.....	234 09	.....	140	.....	214 20	.....	397	.....	606 65	.....	397	606 65
T. S. Lindsay.....	195	.....	298 35	.....	359	.....	549 27	.....	103	.....	156 83	.....	657	.....	1004 45	.....	657	1004 45
J. Blair.....	4	.....	6 12	.....	78	.....	117 81	.....	64	.....	97 16	.....	146	.....	221 09	.....	146	221 09
J. King.....	503	.....	507 50	.....	604	.....	633 14	.....	605	.....	591 50	.....	1712	.....	1732 14	.....	1712	1732 14
Season Tickets.....	28	.....	298 25	.....	39	.....	359 00	.....	53	3	492 62	2 25	120	3	1149 87	2 25	123	1152 12
Construction— (Pictou Extens'n.)	42	.....	23 64	.....	27	114	144 05	64 92	9	48	82 11	26 67	78	162	249 80	91 59	240	341 39
Commissariat.....	18	137	19 61	107 06	.....	.....	.....	.....	.....	.....	.....	.....	18	137	19 61	107 06	155	126 67
Totals.....	4104	6485	3958 95	2906 86	5113	6949	5269 91	2880 67	6813	6339	5956 80	2535 39	16030	19773	15185 66	8322 92	35803	23508 58

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(B 12.)

FOURTH QUARTER.—NUMBER OF FIRST AND SECOND CLASS PASSENGERS CARRIED FROM EACH STATION WITH THE AMOUNTS RECEIVED, FOR THE THREE MONTHS ENDING SEPTEMBER 30TH, 1866.

STATIONS.	JULY.				AUGUST.				SEPTEMBER.				TOTALS.				AGGREGATE.										
	No. Pass.		Amts. received.		No. Pass.		Amts. received.		No. Pass.		Amts. received.		No. Pas'grs.		Amts. received.		No. of Pass'rs.	Amt. received.									
	1st	2nd	1st class.	2d class.	1st	2nd	1st class.	2d class.	1st	2nd	1st class.	2d class.	1st	2nd	1st class.	2d class.											
			\$	\$			\$	\$			\$	\$			\$	\$											
Richmond.....	2431	1923	2111	17	1168	28	3277	1800	2326	01	992	83	2362	1639	1914	22	970	92	8070	5362	6381	40	3132	03	13432	9513	43
Bodford.....	369	356	145	13	68	62	762	377	256	45	74	04	558	454	186	76	93	64	1689	1187	588	31	236	30	2876	824	64
Rocky Lake.....	103	147	51	28	41	35	136	180	51	01	43	93	123	116	53	08	26	80	362	443	155	37	112	08	805	267	45
Elmsdale.....	82	353	49	18	140	73	76	206	53	40	89	04	72	253	43	20	100	32	230	812	145	78	330	09	1042	475	87
Shubenacadie.....	129	410	401	89	115	90	195	210	179	58	102	14	158	242	136	45	116	02	482	862	417	72	364	06	1344	781	78
Stewiacke.....	93	183	64	11	84	01	66	142	48	90	55	96	82	164	72	11	64	42	241	491	185	15	204	42	732	389	57
Brookfield.....	93	225	53	22	112	28	94	174	61	70	74	40	81	153	56	59	73	74	268	552	171	51	260	42	820	431	93
Truro.....	371	457	508	59	381	72	507	360	725	58	293	39	388	379	537	43	326	46	1266	1196	1771	60	1001	48	2462	2773	08
Windsor Junction.....	138	594	72	82	194	00	162	548	84	93	185	32	183	594	91	39	199	24	483	1736	249	14	578	56	2219	827	70
Beaver Bank.....	46	151	21	93	39	96	60	114	29	22	27	98	32	132	15	87	38	24	138	397	67	02	106	18	535	173	20
Mount Uniacke.....	112	238	74	37	85	00	144	179	91	98	68	06	104	201	71	41	72	30	360	618	237	76	225	36	978	463	12
Newport.....	175	205	105	19	65	00	142	186	106	35	69	48	188	246	129	65	92	71	505	637	341	19	227	23	1142	568	42
Windsor.....	898	331	872	10	242	84	865	359	909	78	219	20	978	440	825	83	253	26	2741	1130	2607	71	715	30	3871	3323	01
John Murray (Guard).....	216	250	46	20	43	12	242	203	49	20	48	00	144	181	35	28	37	40	602	631	130	68	128	52	1236	259	20
A. R. Adams...do.....	222	336	29	30	36	54	206	328	34	20	23	74	149	371	17	50	37	74	577	1035	81	00	98	02	1612	179	02
John Ryan...do.....	189	418	33	20	70	03	113	266	28	40	43	35	167	410	33	43	66	86	469	1094	95	03	180	24	1563	275	27
George Donkin...do.....	147	392	42	16	88	08	139	439	28	25	63	06	73	188	12	20	37	11	359	1019	82	61	188	25	1378	270	86
Robert Duncan...do.....	32	19	6	85	2	44	98	89	18	60	10	43	50	48	7	25	5	20	180	156	32	70	18	07	336	50	77
Spare Conductors.....	14	21	2	89	3	15	49	45	9	55	8	22	57	278	12	65	44	87	120	344	25	09	56	24	464	81	33
H. Hyde.....	169	.....	258	57	.....	.....	169	.....	255	51	.....	.....	154	.....	231	09	.....	.....	492	.....	748	17	.....	.....	492	748	17
T. S. Lindsay.....	171	.....	257	81	.....	.....	157	.....	237	92	.....	.....	148	.....	221	85	.....	.....	476	.....	717	58	.....	.....	476	717	58
J. Blair.....	75	.....	113	99	.....	.....	86	.....	129	29	.....	.....	63	.....	95	63	.....	.....	254	.....	338	91	.....	.....	224	338	91
J. King.....	779	.....	756	68	.....	.....	814	.....	814	00	.....	.....	759	.....	761	94	.....	.....	2352	.....	2332	62	.....	.....	2352	2332	62
Season Tickets.....	26	1	294	25	0	75	26	.....	222	50	.....	.....	24	1	256	00	0	75	76	2	772	75	1	50	78	774	25
Round Trip Tickets.....	2	.....	2	00	.....	.....	.....	.....	.....	.....	.....	.....	122	.....	122	00	.....	.....	124	.....	124	00	.....	.....	124	124	00
Construction (Pictou Exten.).....	7	78	47	49	40	09	64	.....	183	78	.....	.....	37	.....	98	24	.....	.....	108	78	329	51	40	09	186	369	60
Telegraph...do.....	.....	.....	.....	.....	.....	.....	148	.....	60	13	.....	.....	.....	.....	.....	.....	.....	.....	148	.....	60	13	.....	.....	148	60	13
Rev. R. F. Uniacke, (S. S. Exc.).....	.....	.....	.....	.....	.....	.....	251	.....	25	00	.....	.....	.....	.....	.....	.....	.....	.....	251	.....	25	00	.....	.....	251	25	00
Adm'l Sir J. Hope, (Sailors' Exc.).....	.....	.....	.....	.....	.....	.....	103	.....	18	00	.....	.....	.....	.....	.....	.....	.....	.....	103	.....	18	00	.....	.....	103	18	00
Jehu Ward, Sons of Temperance.....	.....	.....	.....	.....	.....	.....	61	.....	30	50	.....	.....	.....	.....	.....	.....	.....	.....	61	.....	30	50	.....	.....	61	30	50
Daniel Mosher...do.....	.....	.....	.....	.....	.....	.....	180	.....	54	00	.....	.....	.....	.....	.....	.....	.....	.....	180	.....	54	00	.....	.....	180	54	00
R. Malcom.....	.....	.....	.....	.....	.....	.....	103	.....	28	84	.....	.....	.....	33	.....	9	90	.....	136	.....	38	74	.....	.....	136	38	74
Totals.....	7089	7090	6122	40	3053	96	9392	6308	7123	52	2521	32	7256	6523	6072	05	2667	90	23737	19921	19317	97	8243	18	43658	27561	15

(B 13.)

NUMBER OF FIRST AND SECOND CLASS PASSENGERS CARRIED FROM EACH STATION, WITH THE AMOUNTS RECEIVED FOR THE TWELVE MONTHS ENDING 30TH SEPT., 1866.

STATIONS.	No. Passengers.		Amounts received.		Aggregate.	
	1st class	2d class	1st class.	2d class.	No. Pass.	Amt. rec'd.
Richmond	19476	20285	\$ 17303 70	\$ 12489 35	39761	29793 05
Bedford	3284	3195	1316 68	708 15	6479	2024 83
Rocky Lake	1137	1786	528 91	447 96	2923	976 87
Grand Lake	55	112	35 18	41 17	167	76 35
Elmsdale	674	2942	417 16	1256 72	3616	1663 88
Shubenacadie	1662	2976	1397 34	1416 50	4688	2813 84
Stewiacke	873	1867	616 66	848 46	2740	1465 12
Brookfield	1027	2278	607 78	1020 04	3305	1627 82
Truro	3923	5524	5482 70	4496 19	9447	9978 89
Windsor Junction	1658	6596	906 69	2263 24	8254	3169 93
Beaver Bank	446	1611	205 80	380 51	2057	586 31
Mount Uniacke	930	2170	616 46	833 18	3100	1449 64
Newport	1771	2442	1201 12	896 21	4213	2097 33
Windsor	7558	5616	7852 36	3127 39	13174	16979 75
John Murray, Guard.	1687	2336	343 51	396 10	4023	739 61
A. R. Adams, "	1158	3188	181 65	326 45	4346	508 10
John Ryan "	1305	4480	303 06	748 29	5785	1051 35
George Donkin, "	1125	4067	263 08	644 42	5192	907 50
Robt. Duncan, "	710	954	110 39	137 06	1664	247 45
Spare Conductors	256	833	93 75	142 49	1089	236 24
H. Hyde	1417	.....	2162 66	.....	1417	2162 66
T. S. Lindsay	2093	.....	3172 48	.....	2093	3172 48
James Blair	473	.....	716 83	.....	473	716 83
James King	5491	.....	5465 96	.....	5491	5465 96
Season Tickets	338	9	3405 74	6 75	347	3412 49
Round Trip Tickets	128	.....	128 00	.....	128	128 00
Construction—						
(Pictou Extension).	376	261	655 36	143 40	637	798 76
Do. (Telegraph).	148	.....	60 13	.....	148	60 13
Commissariat Dep't.	18	137	19 61	107 06	155	126 67
Emigration Departm't.	108	.....	77 76	.....	108	77 76
R. Malcolm, (convey- ance of laborers) . . . . .	.....	136	.....	38 74	136	38 74
Special Trains	653	.....	147 50	.....	653	147 50
Totals	61958	75801	55796 01	32915 83	137759	88711 84

(B 14.)

STATEMENT SHOWING DESCRIPTION OF FREIGHT FORWARDED FROM EACH STATION DURING THE TWELVE MONTHS ENDING 30TH SEPTEMBER, 1866.

STATIONS.	Single Horses.	Empty Waggon or Sleights.	Loaded Wagons or Sleights.		Total Weight of Freight in Tons.	Dry Goods, Boxes and Pales.	Sundry Boxes.	Sundry Packages and Parcels.	Pieces of Furniture.	Molasses, Sugar &c Funs. and Hhds.	Molasses, Sugar and Liquors, casks and Kegs.	Liquors, puns and hlds.	Flour (barrels).	Meal, bags & hbls.	Potatoes (bags).	Oats and other Grain (bags).	Hay (bundles).	Straw (bundles).	Apples (barrels).
			Number.	Weight in Tons.															
Richmond.....	4737	1804	2637	1431	17075	9740	18529	33309	2380	2108	7715	597	27970	8003	969	12957	551	94	880
Bedford.....	509	315	153	84	176	5	58	162	11	2	24	1	145	166	4	2	3	11	11
Rocky Lake...	181	181	3	2	1962	...	74	327	62	1	...	...	7	2	...	11	132	...	8
Fletcher's.....	27	21	2	1	1486	...	8	7	1	...	...	...	3	...	...	...	...	...	...
Grand Lake.....	9	4	...	...	20	...	...	6	19	...	...	...	...	...	...	...	...	...	...
Enfield.....	133	85	46	20	2849	...	63	2464	4	1	2	...	50	4	25	29	15	...	...
Elmsdale and } Truro Road.. }	654	271	397	239	1266	14	140	97	60	...	13	3	34	13	30	34	74	...	2
Wickwires.....	72	20	35	17	1566	...	47	137	33	2	24	1	3	...	27	64	1321	85	...
Shubenacadie...	547	321	181	87	2845	4	259	231	257	1	60	1	13	6	188	48	3123	758	...
Stewiacke.....	657	221	383	216	2479	1	457	18	85	1	1	...	50	14	313	47	1505	295	...
Brookfield.....	466	277	151	96	1395	90	349	885	105	...	1	...	6	80	232	149	193	6	2
Truro.....	1299	698	430	315	3969	...	1565	389	997	1	...	...	455	273	9506	59	2205	1121	...
Windsor Junction	116	72	3	1	1962	133	192	235	42	...	...	...	61	2	29	22	...	...	1
Beaver Bank...	177	83	84	37	5846	...	17	34	37	8	2	...	48	16	37	13	...	...	3
Mount Uniacke..	613	200	387	223	1220	...	245	392	158	...	221	...	274	...	522	103	...	...	19
Stillwater.....	...	...	...	...	918	...	7	6	10	...	...	...	...	...	...	...	...	...	...
Ellershouse....	14	8	3	...	4566	...	53	103	...	...	17	2	10	...	292	10	...	...	13
Newport.....	322	149	120	81	7129	...	109	2	39	7	21	...	64	9	1584	222	7120	818	177
Windsor.....	2129	485	1486	1274	6003	65	1513	10682	41	1	...	71	150	49	4663	9	13533	1629	5188
Totals.....	12662	5215	6501	4121	64732	10052	23685	49486	4341	2134	8101	676	29343	8637	18421	13779	29775	4806	6304

(B 14.)—CONTINUED.

STATIONS.	Beef, Mutton, and Pork (lbs.)	Butter (drinks and tubs)	Hams.	Chests of Tea.	Quintals of Fish.	Fish, (bbls. and half bbls.)	Cattle.	Sheep and Lambs.	Calves and Pigs.	Skins and Hides.	Ice (tons.)	Oakum (bundles).	Powder & Ammu- nition (kegs).	Fence Posts (cars).	Slate (cars.)	Wool (bundles.)	Ships Sails.	Quartz (bbls.)	Bricks.
Richmond	275479	457	175	2820	2333	3768	185	263	118	4333	. . .	1093	185	. . .	. . .	. . .	103	76	. . . . .
Bedford . . . . .	. . . . .	4	1	2	2 $\frac{1}{2}$	21	12	49	5	24	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	8	. . . . .
Rocky Lake	1200	22	. . .	. . .	. . .	. . .	8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	2892	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Fletcher's . . . . .	. . . . .	. . . . .	. . . . .	1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Grand Lake . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	82	631880
Enfield	1517	134	2	1	. . .	23	22	69	18	26	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Elmsdale and Truro Road.	72350	7	2	. . . . .	. . . . .	31	135	208	128	479	. . . . .	. . . . .	15	5	. . . . .	. . . . .	. . . . .	. . . . .	35610
Wickwire's	18835	102	. . . . .	. . . . .	. . . . .	61	868	132	119	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Shubenacadie	20285	681	. . . . .	1	. . . . .	16	220	1378	149	1425	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	337	. . . . .	. . . . .	483000
Stewiacke	32430	1190	4	. . . . .	. . . . .	10	436	1834	208	98	. . . . .	. . . . .	6	. . . . .	. . . . .	. . . . .	. . . . .	12	. . . . .
Brookfield	61890	2052	15	3	. . . . .	1	548	2566	572	249	. . . . .	. . . . .	8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	25500
Truro	542954	6292	1314	6	. . . . .	9	1659	5372	446	2935	. . . . .	. . . . .	. . . . .	0 $\frac{1}{2}$	. . . . .	45	. . . . .	8	10000
Windsor Junction	380	. . . . .	. . . . .	. . . . .	. . . . .	7	15	1	. . . . .	75	. . . . .	. . . . .	. . . . .	0 $\frac{1}{2}$	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Beaver Bank	1995	5	. . . . .	. . . . .	1	2	82	66	24	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Mount Uniacke	18005	123	. . . . .	. . . . .	. . . . .	8	84	32	37	400	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Stillwater	300	. . . . .	. . . . .	. . . . .	. . . . .	2	. . . . .	. . . . .	. . . . .	4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Ellershouse	2660	362	. . . . .	. . . . .	. . . . .	3	17	15	7	22	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Newport	11620	. . . . .	. . . . .	2	. . . . .	10	271	1505	195	20	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	1	. . . . .
Windsor	22391	807	. . . . .	. . . . .	. . . . .	30	1662	2665	43	22	10	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	3500
Totals	1084391	12238	1513	2836	2336	3941	5417	16890	2082	9231	1629	1093	3077	291 $\frac{1}{2}$	5	382	103	187	1189490

COMMISSIONER'S REPORT.

(B 14)—CONTINUED.

STATIONS.	Stone (cars).	Clay (cars).	Earthenware (crates & casks).	Plaster (cars.)	Sand and Gravel (cars.)	Manure (cars.)	Square Timber (cars.)	Soft wood Boards (cars.)	Deal, Pattens, and Planks (cars.)	Hardwood Boards (cars.)	Knees (cars.)	Logs, Spars and Masts.	Shingles (bundles.)	Laths (bundles.)	Lathwood (cords.)	Buckets.	Baskets (Indian.)	Firewood (cords.)	Bark (cords.)	Hoops (bundles.)
Richmond.....	Pieces Marble } 23	..	8	..	7	..	64	2	..	..	..	..	1048	..	..	150	73	..	..	..
Bedford.....	..	..	..	..	..	..	1	1	2 $\frac{1}{4}$	..	..	..	..	..	..	..	12	..	..	295
Rocky Lake.....	..	..	..	..	2	..	..	..	..	..	..	..	300	..	..	..	..	..	..	..
Fletcher's.....	2	..	..	..	..	..	34	20	..	..	..	..	..	4940	..	..	..	..	..	246
Grand Lake.....	3	2	16	..	..	..	..	..	..	..	..	115	226	..	..	..	..	..	..	240
Enfield.....	..	..	9	75	78	..	3	1	1	10	2 Cars	24	110	45	..	..	93	1	..	2508
Elmsdale and Truro Road }	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wichwire's.....	98	..	..	..	..	..	3	5	1	4	..	..	696	126	18	..	..	..	..	276
Shubenacadie...	7	19	..	..	8	..	4	24	0 $\frac{1}{4}$	21	..	10	7696	162	2	..	575	216	..	..
Stewiacke.....	9	..	Bbbs 72	..	1	..	4	21 $\frac{1}{2}$	6	1	..	..	5301	..	..	..	..	1134	..	33
Brookfield.....	10	..	..	..	6	..	14	23	1	..	..	1 Car	1036	300	..	..	Bbbs 31	433	25	156
Truro.....	1	..	..	..	..	..	33	9	28	..	..	..	..	..	..	..	..	..	..	19
Windsor Junction	10	1	9	4 Bbbs, 7 Cars.	..	..	37	7	..	..	..	80 $\frac{1}{2}$	16	..	..	..	..	..	..	222
Beaver Bank...	402	..	Bbbs 5	..	..	..	11	25	42	..	9 Cars	57	4732	130	96	..	..	..	..	942
Mount Uniacke..	..	..	..	..	..	..	18	16	9	26	5	3099	106	7	..	..	..	..	..	206
Stillwater.....	..	..	..	..	5	..	7	29 $\frac{1}{2}$	31	..	..	..	..	10	..	..	..	..	..	97
Ellershous.....	..	..	..	..	..	..	19	83	114	..	..	51	36	462	2	..	60	1759	..	100
Newport.....	24	..	..	362	14	4	148	18	23	..	..	38	31	71	24	..	..	1758	84	292
Windsor.....	..	..	..	107	..	..	12	..	7	..	14	..	48	..	..	..	..	..	..	..
Totals.....	23 pcs. Marble. 566	22	42	81 Bbbs 551	109	16	384	346	266	16 $\frac{1}{2}$	62	12 Cs. and 380	24375	6352	149	150	31 Bbs and 813	7549	109	4111

(B 14)—CONTINUED.

STATIONS.	Rope in coils.	Stoves & Castings.	Iron and Steel, (bundles,)	Iron (bars.)	Pig Iron (tons.)	Spikes and Nails, (kegs and bags.)	Coal (chaldrons.)	Chains & Anchors.	Sundry Bags.	Sundry Barrels.	Sawdust.	RAILWAY MATERIAL.					Machinery.	
												Rails.	Chairs.	Spikes.	Keys.	Sleepers (cars.)		
Richmond	3252	2502	6026	26379	173	4486	201	286	7504	10045	..	9171	2125	332	.....	6 Cars.	
Bedford		5	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	200	12
Rock Lake	4	60	24	.....	19	.....	3	.....	32	170	.....	17	.....	.....	.....	25
Fletcher's . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 Cars.	.....	.....	90
Grand Lake . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Enfield	2	18	3	.....	36	.....	.....	.....	1	104	.....	.....	.....	.....	.....	.....
Elmsdale and Truro Road.. }	.....	41	2	4	.....	.....	.....	.....	142	18	.....	.....	80	101	.....	.....
Wickwires . . . . .	.....	.....	12	2	.....	.....	.....	4	117	58	.....	.....	1 Car	.....	.....	4
Shubenacadie	3	3	284	53	.....	.....	.....	.....	236	87	.....	.....	.....	.....	.....	.....
Stewiacke . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	136	72	.....	.....	6	1 Keg.	.....	.....
Brookfield	2	4	2	3	4	.....	.....	.....	353	704	.....	10	.....	.....	.....	.....
Truro . . . . .	.....	2144	3	144	.....	.....	.....	.....	1672	1980	.....	3	2762	.....	.....	26
Windsor Junction	2	4	1	2	11	.....	.....	.....	.....	.....	.....	.....	^{6 Cars} 180	1 Car.	.....	26
Beaver Bank . . . . .	.....	1	.....	.....	.....	.....	.....	.....	11	23	.....	1 Car &	6	12	2 Kegs.	14
Mount Uniacke . . . . .	.....	5	2100	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Stillwater . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	20
Ellershouse . . . . .	.....	.....	2	.....	.....	.....	.....	2	.....	.....	.....	1	28	.....	.....	16
Newport . . . . .	.....	4	.....	46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 Bbls.	11
Windsor . . . . .	.....	3519	163	7	.....	.....	.....	.....	53	.....	.....	.....	120	8116	.....	.....
Totals	3264	8310	8623	26640	243	4486	204	292	10257	13262	2	1 Car and	9372	^{6 Cars and} 13222	^{3 Kegs and} 433	^{1 Car 6} 200	244	6 Cars.

COMMISSIONER'S REPORT.

WEIGHT OF INWARD FREIGHT FROM ALL STATIONS TO RICHMOND FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1866.

STATIONS.	1865			1866									TOTAL.
	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	
Bedford.	15150	66097	8685	12280	10715	9608	64500	38900	4050	48730	30903	81776	391394
Rocky Lake..	23695	137675	316020	656860	649240	8740	12275	3120	1122425	16200	760350	29950	3786550
Fletcher's....	80000	.....	.....	80000	.....	64000	112000	85755	177000	179000	50350	164000	992105
Grand Lake..	32000	.....	.....	.....	.....	.....	1100	550	.....	.....	.....	.....	33650
Enfield	910715	317750	28430	6020	5850	224700	325580	479250	223750	377390	999770	616740	4515945
Elmsdale and Truro Road	144490	95930	70665	34800	426860	335370	49600	98170	70570	233410	626430	121380	2307675
Wickwire's..	35942	15150	81130	56590	32770	50660	140050	29870	25860	18820	98270	13495	598607
Shubenacadie.	263704	743048	195633	303814	120484	318414	146005	458963	436271	751056	956955	255980	4950327
Stewiacke ...	180960	121680	150095	126510	114975	102220	149670	129730	180010	159560	88190	52400	1556000
Brookfield...	110050	90710	122030	38200	35535	238550	283550	285540	66290	102000	94330	285710	1752495
Truro	548030	553098	795304	481831	383571	354242	991967	324920	504522	470602	486326	1106384	7000797
W. Junction..	33810	35650	193710	236580	601150	413650	416030	153150	259030	68650	67950	19660	2499020
Beaver Bank.	686410	600284	464000	471730	301680	1188250	864140	966819	1131340	837013	1321680	797440	9630786
Mt. Uniacke..	85285	119180	163625	321250	126100	180800	158058	96260	169030	163190	74775	151875	1819428
Stillwater ...	40000	.....	.....	20100	17000	76000	16600	544200	128000	212700	40000	72700	1167300
Ellershouse...	384170	339090	539450	65350	160850	273650	947050	605330	89010	153090	741225	1407400	5705665
Newport....	178170	164474	241212	293724	281296	258826	223177	223276	112030	136280	226100	205740	2544305
Windsor	680090	1265390	1038160	1421940	1722642	643811	1135423	757686	622068	666798	799413	885741	11639162
Totals.....	4432671	4665206	4408149	4627579	4990718	4751491	6036775	5281489	5321256	4594489	7463017	6268371	62841211

Weight of Outward Freight from Richmond shown on Return C. 14.

Weight of Freight.....	17075 tons.
Loaded Waggon and Sleighs	1431 "
Empty " " estimated 550 lbs. each	496 "
	19002

APPENDIX C.

LOCOMOTIVE AND CAR DEPARTMENTS,
RICHMOND, October, 1866.

AVARD LONGLEY, Esq.,
Chief Commissioner of Railways.

SIR, — Herewith I beg to submit the returns in connection with the Locomotive and Car Departments for the year ending 29th September, 1866.

Return No. 1 shows the number of miles run and stores consumed by each locomotive.

Return No. 2 shows the number of miles run and the average consumption of stores per mile by locomotives on regular and extra passenger trains.

Return No. 3 shows the total number of miles run, and the average consumption of stores on all services.

Return No. 4 shows statement of mileage, consumption of stores, and cost of repairing locomotives, with the cost per mile run.

Return No. 5 shows the cost of repairing Nos. 2, 4, and 5 engines, which were damaged when employed on the construction service in the years 1858 and 1859.

Return No. 6 is a list and description of all the Rolling Stock.

LOCOMOTIVE DEPARTMENT.

I beg to make a few remarks on the above returns:—Referring to No. 4 Return you will see that the mileage has increased over the previous year 6,492 miles, and the increase of wages and materials, for running and repairing, has increased in proportion; the average increase of cars per train is very trifling, but the *weight* of trains has increased very considerably; the main increase is in the wood, both in quantity and price; the increase of price is $38\frac{7}{100}$ cents per cord, making a difference in the total quantity of nearly \$2,700; in previous years ten per cent. additional had been charged to meet deficiencies in the measurement of wood into the tenders, but this did not meet the deficiency during the past year, and a further sum had to be charged in the consumption of wood by the locomotives, which has made an increase in the cost of the wood of \$2,300, which accounts for the excess in the cost per mile run of $3\frac{27}{100}$ cents; the oil has increased $\frac{1}{100}$ of a cent per mile;

tallow has increased $\frac{1}{100}$ of a cent per mile. The increase of oil and tallow is altogether owing to the increase of the price of these articles. Waste has decreased $\frac{2}{100}$ of a cent per mile, being a little cheaper. The cost of repairing engines has decreased $\frac{1}{100}$ of a cent per mile. Heavy boiler repairs have been made on two of the engines, and the engines and tenders have had general repairs during the year. Those engines that were not previously furnished with Blowers and Sand Boxes, have had them put on during the past year, as it became absolutely necessary, owing to the great increase in the *weight* of trains. Some of the engines have yet to be supplied with Sand Boxes.

The unyielding state of the road during last winter, owing to the frost having penetrated to a great depth into the road-bed, and the absence of snow, caused a great many of the Engine Tyres to break—namely, fourteen, which is a larger number than during any previous years. I am, however, happy to state that no other casualty has happened besides what was caused by the frost.

It will be necessary in the ensuing year to re-build one or two of the Tender Tanks. The number of years that some of the engines have now been running will necessarily entail larger and heavier repairs than formerly.

The engines generally are in good repair.

In my last report I recommended that a Coal Shed should be built, which, I am happy to say, is now in course of construction.

The increase in the quantity of stock in the store rendered it necessary to have more assistance and larger accommodation, and the new office that is now building, I am happy to say, will meet all requirements.

I have now again to URGE THE NECESSITY of lighting the works with *Gas*, and more especially now that the Pictou Extension will furnish us with more work, and an increased number of hands, and it *now* becomes a point of *economy* as well as security against fire, to have the *Gas*.

CAR DEPARTMENT.

First Class Cars.

These cars have had general repairs and renewals. Sixteen new chilled wheels have been put under them, and six repaired wheels; eleven brass bushes; three have been renewed, cleaned, and varnished; and three have been painted complete.

Second Class Cars.

These cars have had general repairs. Two repaired wheels; twelve brass bushes; one painted during the year.

Box Freight Cars.

These cars have had general repairs ; two chilled wheels ; fifty-one new brass bushes, and other repairs in the wood work.

Horse and Cattle Cars.

Twenty-four new chilled wheels ; ten repaired wheels have been put under them, and thirty-one new brass bushes and other general repairs in wood material.

Flat Cars.

These cars have had put under them twelve new chilled wheels and fifty-six repaired wheels during the year ; also, one hundred and thirteen new bushes have been put in ; nineteen were altered for ballasting purposes and sent to the Truro end of the Pictou Extension ; eighteen have been rebuilt in wood materials, also in some of the iron mountings.

Side Tip Cars, 11 in Number.

These cars are in good working order.

Snow Ploughs, 3 in Number.

These are in good order.

Referring to the Cars for the Pictou Extension, forty new Platform Cars have been built. Two new second class cars, 41 feet long, to hold 60 passengers, have been built. Six new Box freight cars have been built, but are not in use. Twelve new Flat Cars were sent to New Glasgow early in the Spring, and six, renewed in wood work only, were sent this Fall. Nineteen of the old Flat Cars were altered and fitted with trap doors for ballasting purposes, and sent to the Truro end of the Pictou Extension, as they were better fitted than new ones, owing to the ballasting being very injurious to new cars. There are still 16 new Box Cars to be built yet to complete the estimated list for the Pictou Extension. I would state that the cars for the Pictou Extension have been constructed on the works at Richmond, only the Iron and Steel and Wheels were imported. This was owing to the new Blacksmith's shop, which has enabled us to do all the forging on the works ; also, the Switch Points and Crossings for the Pictou Extension were made in the shop at Richmond.

Sixteen new Jack Screws for the use of the engines and cars have been constructed at Richmond for Pictou Extension. I would now strongly recommend that you erect a shop for the construction, (especially of passenger cars), fitted with some tools for

wood work. I am satisfied that the first class cars could be built cheaper than imported, and equally as good. A partition has been put up in the Stone Car Shed to build the passenger cars in winter, but the work cannot be so satisfactorily done owing to the dampness of the building. A shed is much required for the passenger cars to keep them clean, and from the weather when they are not in use.

A very good cargo of pitch pine and oak and other wood materials have been purchased to meet the requirements of this department for some time.

I have to say that the cars are in a fair state of repairs.

Your obedient servant,

W. JOHNSTON,
Locomotive Superintendent.

Return C 1.

STATEMENT OF MILEAGE AND CONSUMPTION OF STORES BY LOCOMOTIVE ENGINES FOR THE YEAR ENDING 29TH SEPTEMBER, 1866.

No. of Engine.	MILES RUN.							CONSUMPTION OF				
	Regular and Extra Passenger Trains.	Extra Freight Trains.	Construction Work.	Shunting.	Assisting Trains.	Maintenance of Way	Total Miles.	Wood—Cords.	Oil—Gallons.	Tallow—Lbs.	Waste—Lbs.	
1	10608	52	.....	176	90	.....	10926	330.00	72.00	363.00	160.00
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	556	.....	34	.....	.....	590	17.00	6.50	42.00	15.00
4	.....	.....	.....	.....	.....	.....	.....	25	.....	.....	.....
5	.....	.....	.....	61	.....	.....	61	2.00	3.00	4.00	9.00
6	5670	1746	.....	3205	130	90	10841	435.25	122.75	530.00	212.00
7	6454	.....	.....	288	.....	.....	6742	257.25	86.50	284.00	139.00
8	17506	27	.....	305	.....	.....	17838	530.00	137.00	629.00	263.50
9	11102	90	.....	951	.....	.....	12143	495.25	92.25	492.00	194.75
10	4847	1326	.....	1124	160	.....	7457	337.50	71.50	326.50	135.50
11	11075	2030	.....	629	142	990	14866	646.25	169.25	692.00	248.50
12	.....	.....	.....	600	.....	.....	600	15.75	4.50	24.00	5.00
13	12412	26	.....	3456	.....	165	16053	460.75	117.25	516.50	241.25
14	16695	.....	.....	957	.....	180	17832	823.50	141.75	850.00	292.50
15	5430	1896	.....	577	219	1005	9127	347.25	102.25	366.00	171.00
16	13387	2344	.....	704	.....	1589	18024	645.00	189.50	631.00	306.00
17	13329	.....	.....	547	31	.....	13907	510.25	130.00	464.00	215.50
18	7410	390	.....	931	.....	137	8868	294.50	97.00	333.00	158.50
19	1420	3497	.....	6893	101	1287	13198	469.75	121.75	710.50	206.00
20	1339	3697	.....	613	.....	1025	6674	264.03	80.00	371.00	106.50
Totals.	1866	138684	17677	22051	873	6468	183753	6881.53	1744.75	7628.50	3079.50
Totals	1865	137210	10658	86	20172	667	10468	179261	5265.01	1510.75	7274.50	3053.50

WILLIAM JOHNSTON.

Richmond, 29th September, 1866.

Return C 2.

SHOWING NUMBER OF MILES RUN ; WOOD, OIL, TALLOW, AND WASTE CONSUMED ; TOGETHER WITH THE AVERAGES OF REGULAR AND EXTRA PASSENGER TRAINS ENGINES FOR THE YEAR ENDING 29TH SEPTEMBER, 1866.

On what Line running.	Total Miles run.	Total Wood burnt. Cords.	Total Oil used.— Gallons.	Total Tallow used. Lbs.	Total Waste used. Lbs.	Miles run to 1 Cord Wood.	Miles run to 1 Gall. Oil.	Miles run to 1 Lb. Tallow.	Miles run to 1 Lb. Waste.	Average number of Cars in each Train.
Halifax and Truro	76765	2499.78	653.00	2593.00	1204.00	30.60	117.57	29.60	63.75	13.81
Halifax and Windsor	61919	2663.25	595.00	2778.00	1102.00	23.24	104.06	21.92	56.18	12.47
Total averages, 1866	138684	5163.03	1248.00	5371.00	2306.00	26.86	111.12	25.82	60.14	13.54
1865 for comparison	137210	4156.37	1113.50	5260.00	2293.50	33.01	123.22	26.08	59.82	13.29

W. JOHNSTON.

Richmond, 29th September, 1866.

Return C 3.

SHOWING MILES RUN ON ALL SERVICES, WOOD, OIL, TALLOW, AND WASTE CONSUMED, TOGETHER WITH THE AVERAGES, FOR THE YEAR ENDING 29TH SEPTEMBER, 1866.

How Employed.	Total Miles Run.	Total Wood burnt— Cords.	Total Oil used— Gallons.	Total Tallow used— Lbs.	Total Waste used— Lbs.	Miles run to 1 Cord Wood.	Miles run to 1 Gallon Oil.	Miles run to 1 Lb. Tallow.	Miles run to Lb. Waste.	Average number of Cars in each Train.		
Regular and Extra Passenger & Freight Trains. {		Halifax and Truro	85076	2813.28	747.00	2943.00	1346.00	30.24	113.89	28.90	63.20	13.81
		Halifax and Windsor	71285	3051.25	705.00	3235.00	1246.00	23.36	101.11	22.03	57.21	12.47
Construction Works			22051	778.75	213.75	1138.50	380.50	28.31	103.16	19.37	57.95	.....
Shunting			873	35.25	8.25	31.00	13.00	24.76	105.81	28.16	67.15	.....
Assisting Trains			6468	203.00	70.75	281.00	94.00	31.86	91.42	23.01	68.80	9.00
Maintenance of Way Service												
Totals and Averages 1866			185753	6881.53	1744.75	7628.50	3079.50	26.99	106.33	24.34	60.31	13.31
1865 for comparison			179261	5265.01	1510.75	7274.50	3053.50	34.04	118.65	23.97	58.70	13.29

Richmond, 29th September, 1866.

W. JOHNSTON.

COMMISSIONER'S REPORT.

Return C 4. STATEMENT OF MILEAGE, CONSUMPTION OF STORES, AND COST OF

No. of Engine.	MILES RUN.						RUNNING.									
	Reglr. and Extra Passgr. trains.	Extra Freight Trains.	Maintenance of Way Service.	Shunting.	Assisting Trains.	Construction Service.	Total Miles run.	Wood, cords, at \$2.91 ⁰⁰ / ₁₀₀	Amount.	Oil, gallons, at \$1.21 ⁰⁴ / ₁₀₀	Amount.	Tallow, lbs., at 10 ²⁴ / ₁₀₀	Amount.	Waste, lbs., at 24 ⁷³ / ₁₀₀	Amount.	Wages of Drivers, Firemen, and Cleaners.
1	10608	52		176	90		10926	330 00	962 31	72	87 30	363	37 37	160	39 57	345 85
2																
3		556		34			590	17 00	49 53	6 ¹ / ₂	7 88	42	4 32	15	3 71	35 08
4				61			61	2 00	5 89	9	3 64	4	41	9	2 23	2 25
5	5370	1746	90	3205	130		10841	435 25	1260 23	122 ³ / ₄	145 82	530	54 55	212	52 43	525 03
6	6454			283			6742	257 25	750 17	86 ¹ / ₂	104 87	284	29 24	139	34 38	305 85
7	17506	27		305			17838	530 00	1545 53	137	166 10	629	64 74	263 ³ / ₄	65 17	648 48
8	11102	90		951			12143	495 25	1441 20	92 ¹ / ₂	111 84	492	50 64	194	48 17	560 78
9	4847	1326		1124	160		7457	337 50	984 18	71 ¹ / ₂	86 69	326 ³ / ₄	33 61	135 ³ / ₄	33 51	327 70
10	11075	2030	990	623	142		14866	646 25	1834 53	169 ¹ / ₂	205 20	692	71 22	248 ³ / ₄	61 46	664 65
11				600			600	15 75	35 93	4 ¹ / ₂	5 46	24	2 49	5	1 24	35 90
12	12412	26	165	3456			16059	460 75	1343 60	117 ¹ / ₂	142 16	516 ¹ / ₂	53 17	241 ¹ / ₂	59 67	645 78
13	16695		180	957			17832	823 50	2401 41	141 ¹ / ₂	171 86	850	87 48	292 ¹ / ₂	72 34	850 27
14	5430	1896	1005	577	219		9127	347 25	1012 62	102 ¹ / ₂	123 97	396	37 68	171	42 29	333 96
15	13387	2344	1589	704			18024	645 00	1880 89	189 ¹ / ₂	229 75	631	64 95	306	75 68	734 63
16	13329			547	81		13907	510 25	1487 94	130	157 61	464	47 76	215 ¹ / ₂	53 30	502 21
17	7410	390	137	931			8868	294 50	858 79	97	117 60	333	34 28	153 ¹ / ₂	39 20	341 65
18	1420	3497	1287	6393	101		13198	469 75	1369 84	121 ¹ / ₂	147 61	710 ¹ / ₂	73 13	206 ¹ / ₂	50 95	631 65
19	1339	3697	1025	613			6674	264 03	769 94	80	97 00	371	38 18	106 ¹ / ₂	26 35	273 58
1866	138684	17677	6468	22051	873		185753	6881 53	20067 25	1744 ³ / ₄	2115 36	7628 ¹ / ₂	785 22	3079 ¹ / ₂	761 65	7780 80
1865	137210	10658	10468	20172	687	86	179261	5265 01	13314 42	1510 ³ / ₄	1787 57	7274 ¹ / ₂	731 75	3053 ¹ / ₂	871 37	7865 86

Recapitulation of average cost per mile of Locomotives for Year ending 30th Sept. 1865.

RUNNING 179,261 MILES.		Cost per mile in cents.
5265 ⁰¹ / ₁₀₀ Cords Firewood	\$13314 42	7 ⁴³ / ₁₀₀
1510 ³ / ₄ Gallons Oil	1787 57	1 ⁰⁰ / ₁₀₀
7274 ¹ / ₂ Lbs. Tallow	731 75	4 ¹ / ₁₀₀
3053 ¹ / ₂ Lbs. Waste	871 37	4 ⁸⁸ / ₁₀₀
Wages Drivers, Firemen, and Cleaners	7865 86	4 ³⁸ / ₁₀₀
	24570 97	13 ⁷⁰ / ₁₀₀
REPAIRING.		
1739 Bushels Coal	277 85	
15 ³ / ₁₀₀ Cords Firewood	39 51	
144 ⁷ / ₈ Gallons Oil	173 30	
235 Lbs. Tallow	23 72	
760 ³ / ₄ Lbs. Waste	221 88	
General Stock Materials	5114 82	
Wages Mechanics, &c., repairing Engines	7722 92	
Work not done by Railway	563 67	
Old Stock Materials	314 71	
	14452 38	8 ⁰⁶ / ₁₀₀
1865. Total cost of running and repairing	39023 35	21 ⁷⁶ / ₁₀₀

REPAIRS OF LOCOMOTIVES FOR THE YEAR ENDING 29TH SEPTEMBER, 1866.

REPAIRING.															
CONSUMPTION OF STORES, WAGES, &c.															
Coal, bushels, at 17c.	Amount.	Wood, cords, at \$2.88.	Amount.	Oil, gallons, at \$1.44 $\frac{1}{2}$.	Amount.	Tallow, lbs., at 10 $\frac{5}{16}$.	Amount.	Waste, lbs., at 26 $\frac{1}{16}$.	Amount.	General Stock Materials.	Wages, Mechanics, &c.	Work not done by Railway.	Old Stock Materials.	Total Cost of Running and Repairing.	
200	\$4 00	55	\$1 58	9	\$13 01	16	1 69	34	1 69	85	302 45	481 28	38 51	19 76	\$2374 03
170	28 90	2 75	7 92	6	8 04	4	44	35	8 94	134 45	658 83	88 25	4 28	102 04	898 96
170	28 90	1 36	2 91	4	1 50	16	1 69	16	4 17	22 37	44 71	30 20	8 20	102 04	898 96
169	28 73	5 77	16 62	5	3 25	24	2 64	19	4 56	19	46 78	306 97	13 75	56 96	2273 57
169	28 73	2 75	7 92	9	13 01	14	1 54	11	2 64	39	82 00	20 00	4 30	2469 25	2776 05
169	28 73	55	1 58	8	11 56	10	1 05	35	9 11	225 13	311 82	47 25	80 13	3523 29	2776 05
400	68 00			18	26 37	56	5 92	84	21 88	751 31	1098 56	803 91	80 13	2917 10	3523 29
200	34 00	2 20	6 33	10	14 81	20	2 09	74	19 27	884 02	986 58	3 9 10	75 10	4655 28	4655 28
169	28 73			2	3 25	10	1 05	6	1 56	152 97	118 17	14 80	4 30	3909 19	3909 19
169	28 73			4	6 96	8	84	14	3 64	456 37	448 25		4 27	2499 58	2499 58
169	28 73			3	4 87	6	63	16	4 17	204 62	268 72			3513 62	3513 62
169	28 73	2 75	7 92	5	7 59	9	95	33	8 59	204 42	403 80			2910 82	2910 82
169	28 73	82	2 36	5	7 40	19	2 01	42	10 94	120 85	242 23		4 00	1810 04	1810 04
169	28 73	1 10	3 16	2	12 10	16	1 69	56	14 59	147 94	235 95	80	5 36	2723 50	2723 50
169	28 73	1 10	3 16	2	2 89	8	84	39	10 16	98 14	98 20		2 44	1454 61	1454 61
3000	510 00	23 07	66 40	115	166 33	315	33 41	677	175 53	5554 94	7470 33	1477 98	203 94	47169 14	47169 14
1739	277 85	15 94	39 51	144	175 30	235	23 72	760	221 88	5114 82	7722 92	563 67	314 71	39023 35	39023 35

Recapitulation of average cost per mile of Locomotives for Year ending 29th Sept. 1866.

RUNNING 185,753 MILES.		Cost per mile in cents.
6881 $\frac{5}{100}$	Cords Firewood	\$20067 25
1744 $\frac{3}{4}$	Gallons Oil	2115 36
7628 $\frac{1}{2}$	Lbs. Tallow	785 22
3079 $\frac{1}{2}$	Lbs. Waste	761 65
	Wages Drivers, Firemen, and Cleaners	7780 80
		31510 28
REPAIRING.		
3000	Bushels Coal	510 00
23 $\frac{07}{100}$	Cords Firewood	66 40
115 $\frac{1}{2}$	Gallons Oil	166 33
315	Lbs. Tallow	33 41
677	Lbs. Waste	175 53
	General Stock Materials	5554 94
	Wages Mechanics, &c., repairing Engines	7470 33
	Work not done by Railway	1477 98
	Old Stock Materials	203 94
		15658 86
	Less chargeable to Construction. (See Return C 5.)	1042 87
		14615 99
1866.	Total cost of running and repairing	\$46126 27

LOCOMOTIVE DEPARTMENT, N. S. RAILWAY, }
Richmond, 29th September, 1866. }

WILLIAM JOHNSTON.

Return C 5.

SHOWING THE COST OF REPAIRING NOS. 2, 4 and 5 ENGINES, DAMAGED ON CONSTRUCTION SERVICE, IN THE YEARS 1858 AND 1859.

No. of Engines.	Wages of Mechanics, &c	OIL.		TALLOW.		WASTE.		General Stock Materials.	Work not done by Rail- way.	Total.
		Gallons.	Amount.	Lbs.	Amount.	Lbs.	Amount.			
2	\$658 83	5	\$8 04	4	\$ 44	35	\$8 94	\$134 46	\$88 25	\$898 96
4	46 78	2 $\frac{1}{4}$	2 25	24	2 64	19	4 56	.....	.....	56 23
5	82 00	1 $\frac{1}{2}$	1 50	14	1 54	11	2 64	.....	.....	87 68
Total . . .	\$787 61	8 $\frac{3}{4}$	\$11 79	42	\$4 62	65	\$16 14	\$134 46	\$88 25	\$1042 87

Richmond, 29th September, 1866.

W. JOHNSTON.

Return C 6.

SHEWING THE NUMBER OF VARIOUS CLASSES OF ENGINES AND CARS COMPRISING THE ROLLING STOCK ON THE 29TH OF SEPTEMBER, 1866.

PARTICULARS.	Locomotive Engines.			Passenger and Freight Cars, &c.									Total.
	Passenger.	Ballast.	Totals.	1st Class Passenger Cars.	2nd Class Passenger Cars.	Cattle Cars.	Box Frht Cars.	Sheep Cars.	Platform Cars.	Side-tip Cars.	Scotch Cars.	Snow Ploughs.	
Stock per last year's Report	16	4	20	10	9	21	34	1	106	12	1	3	197
Built and charged to Capital Account									12				12
Built for Pictou Extension					2				40				48
Imported from New Brunswick							2		3				5
									*18				
Total	16	4	20	10	11	21	42	1	161	12	1	3	262
Less broken up									3	1			4
*List of Rolling Stock 29th Sept., 1866	16	4	20	10	11	21	42	1	158	11	1	3	258
Increase					2		8		52				62
Decrease										1			1
										1D			
				2			8		52				61

*18 Flat Cars re-built in wood materials.

Richmond, 29th September, 1866.

W. JOHNSTON,

COMMISSIONER'S REPORT.

APPENDIX D.

MAINTENANCE WAY DEPARTMENT,
RICHMOND, 31st October, 1866.

AVARD LONGLEY, ESQ.,

Chief Commissioner of Railways.

SIR,—I respectfully beg leave to submit the following report upon the state and condition of the Nova Scotia Railway for the year ending 30th September, 1866.

The main line, from Halifax to Truro, is divided into 16 sections, and the Windsor branch into 8 sections, for the purposes of maintenance or upholding road.

The principal object during the year has been to maintain the roadway in the best and safest condition, and to do so in the most economical manner.

The slurry in the cuttings was not so heavy this spring as in previous years, and therefore less labor was required to have it properly cleaned out; but owing to the summer season having been so wet, the ditches in the cuttings filled considerably, and had to be well cleaned out in the fall, so as to give good and sufficient drainage to the ballast and road-bed.

During the year the stuff excavated from the cuttings and deposited on embankments on previous years, and during construction, has, in many instances, been levelled down with the bottom of the sleepers so as to prevent the track from heaving irregularly during frost.

I regret that a heavy slip again occurred in the McBean cutting on the Windsor branch, which has greatly increased the cost of upholding. This cutting is on sidelong ground, and collects and retains the water during frost from the rising ground above, and therefore ought to be provided with a proper surface drain twenty or thirty feet from top of slope, as a proper means of carrying away all surface water.

In the early part of the spring I had the girders of the Stewiacke bridge lifted and replaced to their proper alignment. The west abutment has settled seven inches since repaired. However, the east abutment and pier do not show any signs of settlement, and as the river is free from navigation at all times, I would recommend that it be filled with large boulder stones and brush to within three feet of low water, so as to prevent the river from deepening the channel under bridge.

The Barney's Brook Bridge (on Main line) and St. Croix Bridge (on Windsor branch) have been re-planked, and new longitudinal timbers put on the former.

On the 3rd July the Jordan Bridge caught fire, which completely destroyed one span, and timbers and planking of south abutment, and only for the prompt assistance rendered to the road-masters by the workmen employed at Stillwater Mills the whole of the timber work of said viaduct would have been consumed. The trains were required to shunt for one day. On the following day the bridge was repaired and trains allowed to run without interruption as formerly. In making the necessary repairs, I found that the beams wherever resting on the masonry were fast decaying, so that the six remaining spans will require to be renewed next summer. Wherever renewals of large bridges are necessary to be made, the materials used should be of the best description, and I would recommend American pitch pine as being very much superior to stuff of Nova Scotia growth.

The pile bridge near Mount Uniacke is being strengthened by a thorough system of diagonal bracing, but I would urge the necessity of filling up the space with materials taken from the cuttings between Stillwater and Windsor in the coming summer.

The masonry of cattle guards near Fletcher's station (Halifax and Truro road) has been taken down and re-built, and new cattle guards put in at Mr. Andrew's level crossing, near Shubenacadie.

The culvert under embankment opposite Mr. Yeoman's, near Wickwire's station, having been found too small to carry off the water during freshets, it has been enlarged to three and a half feet in height. On several occasions the water rose eighteen feet, overflowing rails and partly carrying away embankment. Two small culverts near Grand Lake and Stillwater have also been repaired.

New beams and planking have been put on large culvert at Richmond, and lengthened 18 feet for the purpose of laying down an additional siding.

Twenty-three miles of fence have been taken down and re-built, and one and a half miles of new pole fence put up at Beaver Brook Bridge (Main line). Also three and a half miles near Mount Uniacke, making a total of 28 miles.

The permanent way has been maintained and kept in perfect running order, and I can certify to the perfect efficiency of the road. Notwithstanding the increased traffic and the amount of special trains running almost daily, particularly over the Windsor branch, the efficiency of the road has been maintained at an unusually low cost.

The track between Four-mile House and Piers' Mill, and also between Ellershouse and St. Croix bridge should be re-laid with new rails. The best of the old rails taken out will be required for repairing other portions of the permanent way.

Twenty-five thousand seven hundred and twelve new sleepers have been replaced for decayed ones on Main line, and twelve thousand six hundred and seventy-two on the Windsor branch, in all 38,384 sleepers. The quantities contracted for will be sufficient to meet the requirements of the road during next summer.

A heavy rain storm occurred on the 20th January, which was succeeded by one of the coldest nights of the season. The ensuing morning exhibited the permanent way greatly disturbed, and a breakage of several thousand chairs. Four thousand five hundred and two joint chairs, and twelve thousand two hundred and twenty single chairs have been used in upholding. Five thousand unchilled chairs have been cast at Truro foundry. The greater part I have had put on the most exposed embankments and rock cuttings with a view to have them properly tested.

On Main line a new siding has been put in near Rocky Lake station, 595 feet in length, for loading ice; and another at Johnston's road, 612 feet in length, for the accommodation of loading cord wood, ton timber, &c.

On Windsor branch a new siding has been constructed, 345 feet in length, for loading plaster at Mr. Wilkins' quarry; and also at St. Croix bridge a new siding 907 feet in length, for the accommodation of new saw-mill lately erected there. The embankment has also been formed of sufficient length to extend siding 145 feet when required.

The excavations and embankments for proposed new siding to Five-mile Lake Mills is intended to be completed by May next. This siding when completed will be fully two-thirds of a mile in length, and will greatly increase the traffic.

A great want of siding accommodation having been felt at Richmond, particularly in the outward freight and hay department, extensive improvements are in the course of being effected with the view of gaining increased facilities for loading and unloading freight trains.

The platform at Mount Uniacke requires renewal, and as the facilities for procuring stone are so great, I would recommend that a stone wall be put up in front instead of a wooden structure, and finished in every respect similar to platforms at Brookfield and Truro stations.

New station houses have been put up at Enfield and Ellershouse, 60x22. The platform at Enfield has been lengthened 60 feet, and at Ellershouse 67 feet. The ground behind station has been levelled, and a loading bank put up 115 feet in length.

A new freight house has also been erected at Rocky Lake for the storage of freight to Waverley gold diggings.

The planking and cross sleepers of Windsor wharf have been renewed 65 feet in length, for loading plaster into vessels and discharging other produce.

The wooden structure at Richmond reservoir has been taken down, and a sufficient and durable wall is being built with stone and cement. I do not, therefore, anticipate any more trouble from this source.

All wood sheds have been repaired, and have been provided with slide doors and put under lock and key. The saving effected in fuel in one season will more than pay the cost of improvements.

I am, Sir,

Your most obedient servant,

WILLIAM MARSHALL,
Road Inspector.