



# REPORT

OF

The Chief Commissioner of Railways

OF THE

PROVINCE OF NOVA SCOTIA,

FOR THE

FISCAL YEAR ENDING SEPTEMBER 30,

1865.



HALIFAX, N. S.

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1866.

OFFICERS  
OF THE  
NOVA SCOTIA RAILWAY.

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AVARD LONGLEY, *Chief Commissioner.*

THOMAS FOOT, *Secretary and Chief Accountant.*

{ SANDFORD FLEMING, *Chief Engineer.*  
COLLINGWOOD SCHRIBER, *Division Eng.*  
W. H. TREMAIN, *Division Engineer.*

GEORGE TAYLOR, *Traffic Superintendent.*

WM. JOHNSTON, *Locomotive Superintendent.*

WM. MARSHALL, *Road Inspector.*

# R E P O R T .

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## NOVA SCOTIA RAILWAY.

*Commissioner's Office, Halifax, October, 1865.*

The Hon. the PROVINCIAL SECRETARY :

SIR,—

I beg 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 financial year ending the 30th September, 1865.

Before proceeding, however, to institute any comparisons between the operations of the road during the past year and any former period, or making any comments in reference thereto, it may be proper to remark, that the financial year closed in 1864 on the 30th of September instead of the 31st of December, as in former years: this leaves but nine months to be accounted for in that year: this arrangement is not found very convenient for present purposes of comparison, especially so far as relates to operations for an entire year,—for instance: in order to make comparisons for a whole year the last quarter of 1863 must be added to the nine months following, terminating the 30th September 1864, inasmuch as the present financial year is made up of the last quarter of 1864 and three first quarters of 1865.

It may be more satisfactory, therefore, first, to compare the nine months of 1864 with the corresponding period of 1865, and afterward show the result of the whole twelve months' operations respectively.

The earnings of the road for the nine months terminating the 30th September, 1865, were .....	\$133,697.44
Receipts from other sources .....	3,214.37
<hr/>	
Total Receipts.....	\$136,911.81
The earnings of the road for the corresponding period of 1864, were.....	\$119,602.70
Receipts from other sources.....	2,151.50
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Total receipts.....	\$121,754.20
Making the increase for the nine months of 1865, over the corresponding period of 1864.....	\$

The increase of the nine months of 1864, over the same period of 1863, as shown by the report of that year, was.....	16,438.22
Exceeding that of the nine months of the present year over the corresponding period of 1864, by the sum of.....	\$1,280.86

These figures indicate a very close approximation in the ratio of increase for the periods named, and also a highly satisfactory growth of the business of the road: there is, however, one drawback, if such it may be called, found in the fact, that, while the receipts for the nine months of 1865 show an increase of \$15,157.36 over the corresponding period of 1864, the working expenses of the former period have so far exceeded those of the latter as to make the nett revenue for the nine months of 1865, less by the sum of \$9,773.86 than that exhibited in the same period of 1864.

It will, nevertheless, be somewhat reassuring to find, when we come to review the transactions of the entire year, and contrast the results with those of 1864, that the difference in amount of nett revenue is reduced to the sum of \$5,217.27. The nett revenue of these respective years standing as follows:

Nett revenue for twelve months of 1864.....	\$30,102.21
Do do. 1865.....	24,884.94
	<hr/>
	\$5,217.27

Moreover, it will be found, by reference to the Report of 1863, that, while the gross receipts of that year exceeded those of 1862 by the sum of \$10,567.71, the expenses for the same period (including supplementary account) were increased \$26,037.35, making the nett revenue less by \$15,469.64, than for the year 1862. This exhibits a disparity between 1862 and 1863 against the latter, as regards expenses and nett revenue, much greater than that shown between 1864 and 1865; and yet the results of 1863 were regarded as quite satisfactory and successful, and, beyond dispute, were so in reality, as was conclusively shown by the results of the succeeding nine and twelve months of 1864,—the former period exhibiting a nett revenue of \$23,511.55, and the latter a nett revenue of \$30,102.21.

The inferences fairly deducible from these facts and figures are these: that it is always sound policy to keep the road up to a safe and creditable standard, and that any large excess of expenditure made in this way, in any one year, is pretty likely to lead to a corresponding reduction in the next; as any neglect is almost sure to entail heavy additional outlays at some future period.

COMMISSIONER'S REPORT.

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The foregoing remarks may not apply in every case; but, as a general rule, will, I apprehend, be found correct.

Subjoined is a comparative statement of the receipts of the road for the nine months of 1864 and 1865, showing the sources from whence derived.

Nine months ending September 30th.	Passengers.	Horses and wagons.	Freight.	Total.
1865.....	\$62,235.39	\$10775.32	\$60,686.73	\$133,697.44
1864.....	55,878.47	9872.36	53,851.89	119,602.72
Increase.....	6,356.92	902.96	6,834.84	14,094.72
Showing an increase in Passengers of.....				\$6356.92
Horses and wagons.....				902.96
Freight.....				6834.84
Increase in earnings of the road.....				14094.72
Add to this receipts from other sources.....				1062.64

Total increase for the period named.....\$15157.36

The increase in the working expenses, including supplementary account, for the same period, was \$24,931.22; thus showing a decrease in amount of nett revenue, as before stated, of \$9,773.86.

The gross receipts for nine months ending the 30th September, 1865, as compared with the corresponding period of 1864, exhibit an increase of 12.44 per cent., and an increase in working expenses (including supplementary account) of 25.37 per cent.

The following table will show the increase and decrease on the several services for the nine months of 1864 and 1865 respectively.

Particulars.	Increase.	Decrease.
Locomotive Power.....	\$12060.44	
Merchandise and Passenger Cars.....	5634.70	
Maintenance Way and Buildings.....	8570.49	
General charges.....		\$209.16
	26265.63	
	209.16	
Supplementary account.....	26056.47	
	1125.25	1125.25
	\$24931.22	

It will be perceived when the whole twelve months come to be compared, that the working expenses were proportionably higher

during the nine than the twelve months of 1865, as compared with the same period of 1864.

Having, for the sake of fuller detail and comparison, commented thus far upon the transactions of the nine months of 1864 and 1865, respectively, an examination of the operations of the whole twelve months of each year will now come appropriately under review; and here will be found more ample means of comparison than the nine months supply.

I need not here comment upon the management of the road since 1863, as contradistinguished from any previous period of its history, in regard to the *economic* principle; but merely revert to the fact, that, upon an examination of the state and condition of the road, in 1863, a very large outlay was deemed essential in order to bring the road up to a safe and proper standard; as reference to the Report of that year will fully disclose: since that period the sum of \$21,305.86, has been charged to "Extra Maintenance," and distributed over succeeding years as follows:

1863.	1864.	1865.	Total.
\$2261.32.	\$10811.81.	\$8232.73.	\$21,305.86.

It will thus be seen that the sum spent upon "Extra Maintenance" in 1865, was less by \$2579.08 than in 1864.

Waiving for the time being any discussion relative to the circumstances which led to the opening of this account, I think it but proper to say, that I regard its farther continuance as of doubtful expediency. However necessary it might have been in the first place, the time has now come, I believe, when it may be disposed of; indeed, since the 30th of June last, nothing has been charged to this account, and even previous to this time several sums, first classified by the Road Inspector to this account, were subsequently charged to ordinary maintenance.

I adopted this course, not that I doubted that the road had been neglected in some former years; but because I felt that it was impossible to discriminate between what ought and what ought not to be set down to this particular service; beside, the account was a troublesome one, and only served to encumber the books. The fact that so small a sum has been expended during a period of between two and three years, affords substantial proof that the power which the existence of this account gave has never been abused. These remarks are not intended to imply any doubt relative to the correctness or ability of Mr. Perley's Report, which led to this account being opened,—far from it,—for doubtless the sum named in that Report as requisite to put the road in good condition is not

an exaggeration; but I incline to the belief that a part, at least, of that estimate might fairly have been put down to imperfect construction in the first place,—for there is no disguising the fact that the road was very imperfectly built, and even now work is being done and charged to revenue which might not inappropriately be charged to construction.

The tables attached to the Report of the Superintendent of Traffic shew the earnings of the road, for the twelve months terminating the 30th September, 1865, to be \$180,739.45, to which is added:

Members of Legislative Council and House of Assembly, and Officers.....	\$ 312.41
Volunteers and Militia attending drill instruction and Militia training, with their horses and waggons, &c..	2878.90
And Teachers attending Conference.....	247.96
	<hr/>
Making a total of .....	\$184178.72

The sum of \$3439.27, of the above sum total, relating to carrying Members of the Legislature, Volunteers and Militia, Teachers, &c., is entirely fictitious, so far as relates to anything received; still, as these services were performed, it is but right that they should be shewn—and paid for, too,—when it is absolutely necessary they should be done, upon some modified terms, as it is unfair thus to throw upon the Railway the performance of work belonging to other services and interests, without affording some remuneration. But this is far from including *all* the work done by the Railway for which nothing is paid, as more or less is done for every department of the public service, and one cannot but feel that such a course is unfair, and ought to be changed, charging each department with what properly belongs to it.

The following table will shew the receipts from the earnings of the road for 1864 and 1865, respectively, and the sources from whence derived:—

Years.	Passengers.	Horses and Wagons	Freight.	Total.
1865	\$82073 21	\$18244 24	\$80422 00	\$180739 45
1864	73998 81	16123 89	70966 86	161089 56
	8074 40	2120 35	9455 14	19649 89

It will thus be seen that there has been an increase in the earnings of the road in 1865 over 1864 of \$19649.89, and distributed as follows:—



Passengers.....	\$8074.40
Horses and Waggon.....	2120.35
Freight.....	9455.14

\$19649.89

According to the returns made, the number of regular passengers for the year were.....	120972
Add to these Members of Legislature.....	220
Militia and Volunteers.....	5582
Teachers.....	134
And holders of Season Tickets.....	2982

Making a total..... 129890

Or an increase of passengers over 1864 of 16876; besides 11818 Teamsters carried free.

As there is an obvious discrepancy between the amount of revenue for the year, as shewn by the tables attached to the Reports of the Accountant and Superintendent of Traffic, respectively, it is proper that I should show how this occurs. The direct earnings of the road for 1864 and 1865, as previously shewn, stand thus:—

1865.....	\$180739.45
1864.....	161089.56

Difference in earnings of the road..... \$19649.89

But there are other receipts which affect the *net revenue*, and those, of course, vary in amount from year to year—for instance:

The receipts from other sources in 1864 were in excess  
of those of 1865, by the sum of..... \$497.06

Which, deducted from the above, shows actual increase of \$19152.83

Or, to make it plainer, it may be stated thus:—

1865—Earnings of the road.....	\$180739.45
“ Receipts from other sources.....	3214.37

Total receipts..... \$183953.82

1864—Earnings of the road.....	\$161089.56
“ Receipts from other sources.....	3711.43

Total receipts..... \$164800.99

Which, deduct from above, gives actual increase of.... \$19152.83

It may not be amiss further to remark, that, while the indirect receipts, comparing the nine months of 1864 and 1865, are somewhat larger for the latter than the former period, the reverse is the case when the whole twelve months are compared.

The increase of per centage upon the various sources of traffic for the year is as follows :

Passenger traffic . . . . . 10.91 per cent.  
 Horses and Waggon. . . . . 13.15 “  
 Freight . . . . . 13.32 “

Making an average of 12.20 per cent; this, as previously remarked, is slightly less than the per centage of increase upon the gross receipts.

For the sake of showing the vast improvement that has taken place in connection with the earnings of the road, more especially during three or four years past, I subjoin a comparative statement showing the receipts of each year since 1859 :

1859.	1860.	1861.	1862.	1863.	Nine months. 1864.	1865.
\$102877.57	112470.92	116028.19	132699.33	144651.34	119662.72	180739.45

Thus showing an increase during the period covered by these several years of \$77861.88, or an advance in receipts of 75.68 per cent.

Subjoined is a comparative statement of the working expenses of the road for 1864 and 1865 :

PARTICULARS.	Whole year. 1864.	Whole year. 1865.	Increase.	Decrease.
Locomotive Power . . . . .	\$36473.38	47803.55	11330.17	
Mechdce. & Passgr. Cars . .	27420.63	33446.30	6025.67	
Maintenance Way and Buildings . . . . .	58080.47	66247.96	8167.49	
General Charges . . . . .	11524.30	11496.32		\$27.98
			25523.33	
			27.98	
			25495.35	
	133498.78	158994.13	25495.35	
Supplementary account . .	1200.00	74.75	1125.25	1125.25
	\$134698.78	159068.88	24370.10	

It is thus shown that the working expenses of 1865 amounted to \$159068.88, against \$134698.78 for 1864, exhibiting an increase of expenditure in 1865, of \$24370.10. The total receipts for 1865, as previously shown, amounted to . . . . . \$183953.82  
 The total working expenses, to . . . . . 159068.88

Leaving nett revenue of . . . . . \$24884.94

There has been an increase upon working expenses, as compared with 1864, of 18.09 per cent., and an increase upon the gross receipts of the road for the same period of 11.62 per cent. The per centage of working expenses upon the gross receipts for the year, has been 86.47, against 81.73 for 1864.

It will be seen by reference to the Accountant's Report, Appendix A, page 4, that the cost of maintenance of way, per mile, for the nine months ending 30th September, 1865, was.....\$545.28

	Ditto	Ditto	Ditto	1864, “	..... 452.88
					\$92.40
Increase per mile in 1865.....					\$92.40
1865—The cost for twelve months terminating as above, was					\$714.26
1864—	Ditto	Ditto	Ditto	Ditto	626.20
					\$88.06
Increase 1865.....					\$88.06

The tables attached to the Accountant's Report, Appendix A, will readily show the receipts and disbursements on the several services of Revenue, Construction, and Extension of Railway from Truro to Pictou.

As stated in the Accountant's Report, a large proportion of Construction Funds for the year were expended in the erection of a Blacksmith's Shop, at Richmond, and the payment of a claim (under award) of Messrs. Lithgow and Smith, in connection with the old brick Engine House. This claim was a vexed one, and of long standing, and the Government felt that it was very desirable to have it disposed of; hence the submission to arbitration.

PERMANENT WAY.

According to the Road Inspector's Report, 37,267 new sleepers have been put into the road during the year; five thousand two hundred and ninety-one joint, and six thousand four hundred and fifty-eight intermediate chairs, have been used in repairing the road during the year. The disproportionate number of joint chairs used, arose from the fact that intermediates were substituted in the first place, on some portions of the road, and in the repairs of the year proper joint chairs have been supplied.

The number of chairs used in 1865 was 11749, against 5883 in 1864. For those used in 1865, \$35.00 per ton was paid, against \$28.00 per ton in 1864; so, besides using double the quantity in 1865, we paid a higher rate by \$7.00 per ton, getting \$2.00 per ton more for old material. As a good deal of new material is used in the manufacture of these chairs, the probable difference has been

about \$6.00 per ton. The large number of chairs used in 1865, as before intimated, was in consequence of what may be regarded as imperfect construction in the first place, and, therefore, a considerable part of the extra cost of this service is justly chargeable to Construction Account, which would reduce the legitimate cost in this case by somewhere about the sum of three thousand dollars.

During the year *seventy-seven and three quarter miles* of fence has been taken down and rebuilt or built anew on the Main Line and Windsor Branch,—that is to say: forty-three miles taken down and rebuilt, and five miles of new fence put up on the Main Line, and twenty-four miles taken down and rebuilt and five and a quarter miles of new fence put up on the Windsor Branch; or what may be regarded as nearly equivalent to fencing, on one side of the line, for the entire extent of the road.

The Contract system, for some time applied to the maintenance of the "Permanent Way" (in which fencing, of course, was included), renders it exceedingly difficult to arrive at anything like the accurate cost of this service for several years; but a pretty clear indication is given of the small amount spent upon this service for some years by the fact that the entire cost of maintenance of Permanent Way in 1861 was only \$22,381.78. Coming down to 1863, however, we have some criterion of previous expenditures upon this service when we find that the total cost during nine months of 1863 was only \$403.55, and for the twelve months of that year only \$1399.65.

It is quite clear that fencing, for several years, was a mere nominal affair; and what, with fires, decay of material, and other deteriorating causes, the fencing had come to be in a most delapidated condition by the year 1863.

During 1864 the sum of \$6180.98 was expended in building and repairing fences, and in 1865 \$12,190.31; exceeding the expenditure of 1864, large as that was, by \$6009.33.

In the face of these facts and figures, it will need no argument to prove that this service was sadly neglected in former years.

Satisfied as I was of the risk to life and property attendant upon neglect of this kind, I lost no time in putting different sections of the fencing under contract, which have since been completed under the close supervision of the Road Inspector, whose special duty it was made to see that the work was well done. A reasonable outlay another year will put the fences in good repair, making the cost of this service light for several succeeding years.

The Road Inspector reports: that the ditches have been tho-

roughly cleaned out, and the material thus obtained used in widening embankments; the embankment at Pier's Cove, injured in October last by the action of the surf during a high easterly wind, has been secured by widening and strengthening the embankment with rocks.

The western Pier of the Stewiacke Bridge has settled considerably, and is in rather an unsatisfactory condition. The masonry is perfect, but the Pier seems to be gradually sliding towards the bed of the river. The Chief Engineer examined it during the past season, but has made no report.

Hall's Bridge, near Enfield, and Culvert near Truro, have been repaired during the season; and several of the Pile Bridges and other wooden structures along the Line have received considerable repairs during the year; many more of these wooden structures begin to shew signs of decay.

New Platforms have been erected during the season at Windsor Junction, Ellershouse, and Oakfield, and extensive repairs made upon those at Richmond, Windsor Junction, Shubenacadie, Stewiacke, Truro, and Windsor.

A number of Sidings, to meet the growing traffic of the road, have been put in during the year. The Stone Tank House and Wood Shed at Windsor Junction, begun in 1864, have been finished, and found of great service.

The road is reported in good repair, and I am satisfied will compare favorably with any previous period.

Reference is made in the Road Inspector's report to the covered drain near Lilly Lake; and I am apprehensive that a very considerable outlay will be demanded at this place during the ensuing season. This drain runs along under the track for the space of nearly two thousand feet, and is merely covered with three-inch Hemlock Plank, and the planking is now giving way to such an extent as to very soon endanger the safety of the trains. It has been proposed to re-cover this drain with stone flagging obtained at the Beaver Bank Quarries; but I think it may be found better to drain the water into some new channel, or change the road bed itself, and make of the present merely an open drain. A large outlay will have to be made in either case; but the latter would, probably, prove more satisfactory.

#### MERCHANDIZE AND PASSENGER CARS.

It will be seen by reference to tables attached to the Accountant's Report, Appendix A, that there has been an increase of expenditure in this Department, during the year, of \$6025.67; of

this amount, \$3386.68 has been spent in the construction of twelve new Platform Cars; and as this is the first instance of addition to the Rolling Stock being charged to *Revenue Account*, in fair comparison, this sum should be deducted; this would reduce the excess to \$2638.99. The total cost of this Department, as the Accountant's tables will shew, has been \$33,446.30.

In the Locomotive Superintendent's Report will be found a detailed account of the state and condition of the Rolling Stock; the number of the different classes of cars; the renewals and repairs, &c., which have taken place during the year, by which it will be seen that considerable additions and improvements have been effected.

During the year two Box and three Platform Cars were purchased in New Brunswick, upon terms highly advantageous to the Department. These Cars have all iron instead of wooden trucks, and are consequently worth more than the same class of cars built here, although they have cost considerably less.

These Cars, for the present, have been charged to Suspense Account, and will be used either on the Pictou Extension, or for revenue service, as may hereafter seem best, and charged accordingly.

Those who are at all curious to know why the nett revenue for 1865 has been less by \$5217.27 than that of 1864, notwithstanding the large increase of receipts, amounting to \$19,152.83, will find, in view of the explanation made, a satisfactory reply.

The fact is, that, taking out the cost of the twelve Platform Cars—for the first time charged to revenue account—	\$3386 68
Extra cost of Chairs to meet defective construction, say	3000 00
And the excess of fencing, not only over last year. but	
any other year whatever. ....	6009 33

Making. ....	\$12396 01
all of which may be regarded as "Extra Expenses,"	
and, instead of a decrease of. ....	5217 27
there would be an actual increase nett revenue of. ....	7178 74

enormous as have been the expenses connected with the Locomotive and other services during the year.

LOCOMOTIVE DEPARTMENT.

It has already been stated in this report that the working expenses have exceeded those of 1864 by the large sum of \$24370.10; of this excess \$11330.17 belongs to this Department. This difference of expense has been occasioned not only by the

extensive repairs to Engines, but by the enhanced price of all stock and material used in running and repairing of Locomotives, as well as by the increased number of miles run and increased weight of freight carried. As an illustration of the increased cost of stock, it may be stated that Oil has advanced 31 cents per gal., Wood 24 cents per cord, and Waste  $6\frac{1}{2}$  cents per lb.; these are heavy items of expense in this Department, and, of themselves, make considerable difference in the expense. I am sorry to add that the Oil, the most important article mentioned, has been of a very poor quality.

In the report of the Locomotive Superintendent will be found a comparative statement of the number of miles run, of Locomotives, for the year ending the 30th September, 1864 and 1865; by which it appears that the total number of miles run in 1865 was 179,261, against 171,181 for 1864, shewing an increase in the former year of 8080. There will also be found in the table attached to this report, a comparative statement of cost of running and repairing for each of these years.

The running expenses of 1865 were  $13\frac{7}{10}\%$  cents per mile, as compared with  $11\frac{8}{10}\%$  for 1864, and the cost of repairing for 1865  $8\frac{6}{10}\%$  cents per mile, as compared with  $5\frac{3}{10}\%$  for 1864,—making the cost of running and repairing for 1865  $21\frac{7}{10}\%$  cents per mile, as compared with  $17\frac{2}{10}\%$  for 1864. The total cost of running and repairing for 1865 was . . . . . \$39,023 35  
 against . . . . . 29,488 29  
 for 1864, making a difference of . . . . . \$9,535 06

During the year 90 new chilled wheels have been put under the cars, and 78 repaired. In 1864 four of Vicker's and Naylor's cast steel tyres were imported and put under one of the Engines, and have since run 27,000 miles, shewing but little signs of wear. In accordance with Mr. Johnston's recommendation, eight more of these tyres have been ordered, and will be put on as soon as they come to hand.

A good deal of difficulty having been experienced in getting up the heavy grades and moving out of Sidings when the rails were wet, eight new Sand-boxes, of enlarged size, have been obtained from Portland, and most of the Engines are now supplied with these necessary appendages.

In 1864 the large sum of \$3960.35, for repairs of Engines, was charged to Construction Account. This was done, I understand, because certain of the Engines had been damaged on construction service, and having done little or nothing for revenue up to that

time, this was considered a fair charge upon construction funds. In 1865, only \$553.24 was charged to that service. During the year a Blacksmith's shop has been erected at Richmond, the value and convenience of which has been found to be very great. In this building there are nine forges, and ample space for the accommodation of the workman employed.

62,503 tons of freight, including horses and wagons, has been carried over the lines during the year: the average receipts per ton moved being \$1.58, and the receipts per ton per mile  $5\frac{2}{10}\%$  cents. The total weight of goods carried in 1863, was 56,471 tons, against 42,135 tons for 1862, giving an increase in favor of 1863 of 14,336 tons: the number of tons of freight carried in the nine months of 1864, was 42,406. It will thus be seen that while the year 1863, as compared with 1862, shows an increase in number of tons carried of 14,336 tons, and the nine months of 1864 an amount exceeding the whole twelve months of 1862, the year 1865, compared with the whole twelve months of 1864, shows an increase of only 6032 tons.

#### MAIL SERVICE.

The Superintendent of Traffic reports, that he has credited the road with "extra mail service" performed as in 1864; which amounts to the sum of \$160; making a total for the two years of \$380. The sum of \$220 charged in 1864, the Government decided to remit to the Post Office Department; but the charge of the \$160 for 1865 is still left for adjustment.

The attention of the Government and Legislature is particularly called to this subject, as it is quite time that this matter was set at rest, by a more equitable arrangement being entered into.

The Department does not now get what would be obtained were the mails carried as *second class freight*; besides, until a recent period, the Conductors have been acting in the distribution of letters and papers along the line without compensation.

Below will be found a copy of a letter addressed to me in May last, by the Superintendent of Traffic, which presents this question in an aspect which I think must excite attention:

"NOVA SCOTIA RAILWAY,  
" *Richmond, May 26, 1865.*

"SIR,—

"I beg to invite your attention to the agreement between the Post Office and Railway Department for the transport of mails. In 1858, shortly after the line was opened for traffic, an agreement was made by the Hon. James McNab, Chairman, to convey the mails by regular trains between Halifax, Windsor, and Truro, and intermediate stations, for the sum of two



thousand four hundred dollars (\$2400) per annum; this agreement is still in operation. At the time this agreement was made we carried through mails from Halifax to Windsor and Truro, and vice versa, twice daily, and to intermediate stations once. The Way Offices along both lines have been increased from time to time, until the service has nearly doubled,—for example, in 1858:

Through Mail Stations.....	3
Intermediate ditto.....	6
	—
	9
	—
In 1865 — Through Mail Stations ....	3
Intermediate ditto.....	12
	—
	15

“You will observe that all the Way Offices have been added since this agreement came in force, without any corresponding financial consideration, and in addition the entire service and responsibility of collection and delivery are performed by our conductors; for which they receive no remuneration, besides, all extra trains connecting with steamers carried mails free, until last year, when I deemed it justice to the Department to make a small charge of ten dollars (\$10) per train, between Halifax and Windsor, amounting to two hundred and twenty dollars (\$220), which still remains unsettled.

“It may not be out of place to state how this service is paid for in the adjoining Province of New Brunswick. The Railway Department there carry one mail each way daily, for which they receive three thousand two hundred and forty dollars (\$3240) per annum; besides, the Post Office Department employ an Officer who accompanies the Train, I understand, at a salary of four hundred dollars (\$400) per annum; and all express or extra mail service is paid for in addition, at the rate of sixty-seven (67) cents per mile. The charge which I made last year was  $22\frac{1}{4}$  cents per mile, or one-third of what is paid in New Brunswick.

“I am of the opinion that the charge for transport of mails by regular trains should be increased to three thousand six hundred dollars (\$3600) per annum, and for all mails carried by express trains, run in connection with steamers from St. John, to be charged at the rate of twenty-five (25) cents per mile, and all trains run specially with mails should be charged at fifty cents per mile.

“I do not presume to dictate in such matters, but consider it my duty in justice to the Department to bring this subject to your notice.”

I am, Sir, your obdt. servt.,

GEORGE TAYLOR.

AVARD LONGLEY, Esq.  
Chief Commissioner.

#### SPECIAL TRAINS.

Special Trains have been run in connection with the steamer between Windsor and St. John, whenever it was necessary to the accommodation of the public; and the connection has thus been preserved, almost without interruption, during the season.

But while this arrangement has given general satisfaction, and

indeed left no room for complaint, so far as relates to the passengers between Halifax and Windsor, in connection with the steamer, much complaint has been made by the public, at the time ordinarily consumed in making the journey between Halifax and Windsor, and it must be confessed that the delays connected with the taking of cars out of sidings, loading and unloading of freight at the different stations along the line, &c., is tedious and vexatious to passengers, and in many ways inconvenient and objectionable to persons merely travelling on business or pleasure.

The rate of speed at which the mixed or freight trains run, although far too slow to satisfy the bulk of the passengers, is such as to seriously damage the road, from the number and weight of cars attached to the trains, and I am of the opinion that the running of a "special passenger train," daily, would, in the end, entail but little additional expense, while much more general satisfaction would unquestionably be given.

By reducing the speed of the mixed or freight trains to the rate of ten or twelve miles an hour, it is quite apparent that the wear and tear of the Permanent Way and Rolling Stock would be materially lessened, and the saving thus effected, and the probable increase in the passenger traffic consequent upon this arrangement, would largely meet, if it did not fully cover, the additional expense of running of extra trains. This or tri-weekly freight trains will be found almost indispensable, I think, during the ensuing season.

#### DAILY MAIL TO ANNAPOLIS.

By the "Special Train" arrangement, I see no difficulty in running a Daily Mail between Halifax and Annapolis; starting the train from Halifax at half-past five or at six o'clock in the morning, on and after the first of May next; and if this arrangement were carried out it would be a great boon to the people west of Kentville, and there seems to be quite enough to warrant a trial of the scheme.

The additional cost would not be very considerable, and the claims of the people in that direction are sufficiently strong to justify the outlay.

#### NEW STATION BUILDINGS AT RICHMOND.

There is great need of additional Station accommodation at Richmond, and the time has now come, I think, when the present inconvenient and unsightly structures should give place to those more in keeping with the improvements and requirements of the times.

## PICTOU EXTENSION.

The progress made with the works on the "Pictou Extension" has been less rapid than was anticipated when the undertaking was begun, owing to embarrassments resulting from the low rate of contract prices for work to be performed, and it is not improbable that the most of the contracts will ultimately be given up; nevertheless, it is the intention of the Government to have that portion of the line, between Fisher's Grant and the "Albion Mines," opened for traffic in the month of September ensuing, and another section to West River by the end of 1866, opening the whole to Truro by the month of May, 1867.

This will tax to the utmost the energies of all concerned; but impressed as the Government is with the importance of opening the line at the earliest possible moment, no pains will be spared in trying to meet every reasonable desire and expectation connected therewith. I am sorry to say that Contract No. 7 has already been given up, and the work thereon is now being carried on by days' works, under the immediate supervision of the Chief Engineer. The same course will probably be pursued with other sections which may be given up, or taken out of the hands of the Contractors; and it is hoped thus to avoid any serious delays in the prosecution of the work. The Chief Engineer expresses himself confident in the belief that the work can still be completed at a cost within the limits of his first estimate; and as the utmost confidence is reposed in his ability and skill, there is good reason to hope that the result will vindicate the correctness of his judgment.

## EXTENSION TO NEW BRUNSWICK AND ANNAPOLIS.

The extension of the lines from Truro to the New Brunswick border, and from Windsor to "Annapolis Royal," is anticipated at an early day, indeed, the contract for building the former is already signed, and it is confidently expected that a contract for building the latter will be made at an early day, with a view of beginning operations on both lines early in the ensuing season. If this is effected, the dream of former years is likely to be much more speedily consummated than the most sanguine could have anticipated a few years ago, and, in a mode, too, which must commend itself to the approval of all.

The advantages likely to result from the successful carrying out of these important enterprises are too obvious to require that they should be pointed out.

The "Annapolis Line" must become the favorite one for travelers between Halifax and St. John and the United States; as not only will the time be shortened by this route; but a voyage of three and a half hours across the Bay of Fundy will be substituted for one of some ten hours via Windsor, with the additional advantage of passing through sections of country the most attractive of any in the Province. It is hoped that the line between Windsor and Annapolis will be built and opened for traffic some time during the season of 1868.

With a view of showing at once the intimate relationship between railways and the general interests and prosperity of a country, and the growing improvement of traffic on several of the Canadian Railways, it may not be amiss (although a little after date) to subjoin the following statements taken from the "Canadian News" of the 21st December last:

"The extraordinary improvement which has been experienced throughout the Province in every branch of business, during the past season, is perhaps better exhibited by the comparative statement of traffic returns published by the several Canadian Railways than by any other means. Taking the Grand Trunk Railway as the first in order, we find that since the 1st of July to the 25th of November, the date of the last traffic returns received, the receipts have amounted to £595,328, or an average of £20 11s. per mile per week, against £507,071, or an increase of upwards of 17 per cent.

"The Great Western, for the same period, shows a gross receipt of £318,663, being £44 per mile per week, and showing an increase over the corresponding period of last year of £76,062, or 31 per cent. The Northern Railway has received, since the commencement of the current half year, a gross traffic of £44,174, equal to £22 7s per mile, and, as compared with last year, exhibits the gratifying increase of £9,195, or 26 per cent. The other and minor railways show proportionably similar improvements."

What is true of the Canadian is also true of the American Railways, if the following, taken from the "Toronto Globe" of the 29th of December last, is at all to be relied upon:

#### "THE NEW YORK CENTRAL RAILWAY.

"The Annual Report of the New York Central Railway Company, one of the most extensive Railway Companies in the United States, has just been published. From it it appears that the capital stock of the Company is \$24,591,000, and the funded debt \$14,627,422.77. The cost of the road and equipment is \$33,701,919.56. The earnings and receipts for the past year, (ending the 30th September, 1865,) has been \$13,975,524.89, and the expenses of maintaining and operating have been \$10,332,358.09. The transportation

expenses for the year have been 77.87 per cent. of the gross earnings for the same period. The nett earnings for the year are \$1,609,362.81, equal to 6.24 per cent. (and United States tax thereon) on the amount of the capital stock of the Company."

It is gratifying to me to be able to state that the year has been marked with but few casualties, either in relation to life or property, and this is indicative not only of great care on the part of those in charge of the trains, but speaks well of the condition and equipments of the road.

Nearly 142,000 persons have been carried over the lines during the year; out of this number only *three* have received any bodily harm, and two of these were not seriously injured—only one fatally, and even in this case the fault was entirely with the sufferer.

In addition to these, Mr. Loasby, Conductor of a Freight Train, had his leg broken by a fall from the train when in motion, but has since recovered, and will soon be at work again.

In September last I deemed it necessary to issue an order closing all the saloons on the road. I did this because they were the source of immorality, annoyance, and danger,—and more than one fatal casualty may be directly ascribed to their agency, I fear.

I am happy to say that the course adopted has not only met the approval of all the friends of sobriety, but been attended by a marked improvement in the quiet and good order witnessed along the line; and although there were some at first to complain, few are prepared now to condemn the step taken, upon any general principle relating to the safety and welfare of the public.

In conclusion, I have much pleasure in bearing testimony to the efficiency of the officers of the Department, upon whose assistance I have been able always to rely, and whose duties have been performed with a cheerfulness and fidelity scarcely to be excelled.

The services of others have been of great value to the Department; and, generally, there is little cause of complaint as regards the manner in which the Department is served by those in any way connected therewith.

I have the honor, Sir,

To remain your obedient servant,

AVARD LONGLEY.

# NOVA SCOTIA RAILWAY.

## APPENDIX.

(A.)

HALIFAX, N. S.,  
31st October, 1865.

SIR,—

I beg to submit my Annual Report of the operations of the Nova Scotia Railway for the fiscal year ending 30th September, 1865, 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.
  - (5.) Supplementary Account.
- A 3. Comparative Statement of Locomotive Power, for Nine Months ending 30th September, 1864 and 1865.
- A 4. Do. do. Merchandize and Passenger Cars, do.
- A 5. Do. do. Maintenance Way and Buildings, do.
- A 6. Do. do. General Charges, do.
- A 7. Do. do. Locomotive Power for Twelve Months ending 30th September, 1864 and 1865.
- A 8. Do. Merchandise and Passenger Cars, do. do.
- A 9. Do. Maintenance Way and Buildings, do. do.
- A 10. Do. General Charges, do. do.
- A 11. Quarterly Summary of Receipts and Expenses.
- A 12. Detailed Account of Supplies on hand.

### 2nd.—CONSTRUCTION SERVICE.

- A 13. Balance Sheet.
- A 14. Capital Account.

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

A 15. Balance Sheet.

A 16. Expenditure on Extension to Pictou, with Abstracts.

- (a) Engineering.
- (b) Roadway and Works.
- (c) Permanent Way.
- (d) Station and Water Service.
- (e) Sundry Services.
- (f) Commissioner's Department.

The detailed quarterly Accounts, accompanied with the vouchers of the expenditure on all these several services have been rendered to the Honorable the Financial Secretary, as the law directs.

REVENUE SERVICE.—On referring to Revenue Account (A 2) it will be seen that there has been an increase in the total gross Receipts, from all sources, during nine months of the fiscal year, as compared with the same period of 1864, of..... \$15,157 36  
 An increase in the Working Expenses, including Supplementary Account during same period of. .... 24,931 22

Showing a decrease in total nett Revenue for nine months ending 30th September, 1865, as compared with 1864, of \$9,773 86

If, however, the whole twelve months of the fiscal year be compared with the same period of 1864, the result will be shown as follows:

Total increase on gross Receipts, from all sources, for twelve months ending 30th September, 1865. . . .	\$19,152 83
Increase in Working Expenses, including Supplementary Account, same period. . . . .	24,370 10
Leaving a decrease in nett Revenue of. . . . .	\$5,217 27

I have deemed it advisable to have the comparative tables for 1865 made for nine and twelve months, which is rendered necessary in consequence of the fiscal year for 1864 containing only three quarters, therefore all comparisons with the whole twelve months ending 30th September, 1865, are of necessity made with the nine months of last year ending 30th September, and last quarter of 1863, the full details of which will be found in these two last reports, Appendix A.

The gross Receipts from all sources for nine months ending 30th September, 1865, as compared with the corresponding period of 1864, show an increase of 12.44 per cent. The whole twelve months ending 30th September, 1865, as compared with same period of 1864, an increase of 11.62 per cent.

The Working Expenses for nine months ending 30th September, 1865, compared with same period of 1864 (including Supplementary Account) show an increase of 25.37 per cent, expended in earning an increase of Revenue, for same period, of 12.44. Or the whole twelve months, an increase of 18.09 per cent., expended in earning an increase of Revenue of 11.62 per cent, as before stated.

The percentage of Working Expenses for nine months ending 30th September, 1865, on total gross Receipts is 89.97 per cent, as compared with 80.68 for same period, 1864.

The percentage for whole twelve months is 86.47, against 81.73 for same period 1864.

The comparative statement of Working Expenses annexed shows the increases and decreases on the several services for nine months ending 30th September, 1865, as compared with same period of 1864, to be as follows:

PARTICULARS.	Increase.	Decrease.
Locomotive Power.....	12060.44	
Merchandize and Passenger Car.....	5634.70	
Maintenance Way and Buildings.....	8570.49	
General Charges.....	.....	\$209.16
	26265.63	
	209.16	
	26056.47	
Supplementary Account.....	1125.25	1125.25
	\$24931.22	

Comparing the whole twelve months of the fiscal year for 1865 with a corresponding period of 1864, gives the following result:

PARTICULARS.	Whole Year 1864.	Whole Year 1865.	Increase.	Decrease
Locomotive Power.....	\$36473.38	\$47803.55	11330.17	
Merchandize and Passenger Cars..	27420.63	33446.30	6025.67	
Maintenance Way and Buildings..	58080.47	66247.96	8167.49	
General Charges.....	11524.30	11496.32		27.98
			25523.33	
			27.98	
	133498.78	158994.13	25495.35	
Supplementary Account.....	1200.00	74.75	1125.25	1125.25
	134698.78	159068.88	24370.10	

The increased expenditure on Locomotive Power for nine and twelve months, as compared with the same periods of last year, is caused by the large advance in price for all stores used in Running



and Repairing, and also to the increased amount of Repairs that have been made to the Engines.

The same remarks apply in a measure to Merchandize and Passenger Car Service; but this account is in excess of 1864 by the large amount of \$3386.68, which has been alone expended in building new Platform Cars. As this is the first instance of Renewals being charged to this service, for the purpose of instituting a correct comparison, this amount should properly be omitted. (See A 5 and 8.)

The increase in Maintenance Way Service is owing to the large additional outlays required to be made in upholding the Permanent Way and to the increased number of Chairs and Sleepers used, and new Fencing erected. Increase in Fencing alone, twelve months ending 30th September, 1865, is \$6009.33.

The cost per mile for maintaining the Permanent Way  
for nine months, ending 30th September, 1865, is..\$545.28  
Do. for nine months, ending 30th September, 1864..... 452.88

Increase, 1865.....\$92.40

The cost for 12 months, ending 30th September, 1865..\$714.26  
Do. " 1864.. 626.20

Increase per mile, 12 months, 1865.....\$88.06

The operations of the road from 1863 to 1865, both inclusive, will be found in the following table:—

Specification.	12 Months ending 31st Dec'r., 1863.	9 Months ending 30th Sept'r., 1864.	12 Months ending 30th Sept'r., 1865.
Receipts from all sources.....	\$149674.42	\$121754.45	\$183953.82
Working Expenses*.....	127962.58	98242.90	159068.88
Nett Revenue.....	\$21711.84	\$23511.55	\$24884.94

*Or for Nine Months ending 30th September.*

Specification.	1863.	1864.	1865.
Receipts from all sources.....	\$106627.88	\$121754.45	\$136911.81
Working Expenses*.....	91506.70	98242.90	123174.12
Nett Revenue.....	\$15121.18	\$23511.55	\$13737.69

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, 1865, as per Account (A 12).

\* Including Supplementary Account.

CONSTRUCTION SERVICE.—It will be seen on referring to Capital Account (A 14) that there has been received—

From the Hon. Rec'r General, to 30th Sept. 1864,	\$4,290,891.15
Do. do., 1865,	20,000.00

\$4,310,891.15

And expended to 30th Sept. 1864,	\$4,293,920.77
Do. do. 1865,	25,806.77

\$4,319,727.54

Less per credit account,	220.39
--------------------------	--------

\$4,319,507.15

Showing a balance of over-expenditure of which is accounted for in Balance Sheet, (A 13.) \$8616.00

It will be observed that there has been a large expenditure at Richmond and Windsor Junction stations, at which places operations have been carried on in the building of a new blacksmith shop and tank-house, &c., &c., which are not yet fully completed, and also in the payment of the result of an arbitration on the claims of Messrs Lithgow & Smith in connection with the old brick engine-house, which is chargeable to this service. Large outlays have also been made in adding to the rolling stock of the Department which is also considered chargeable, sufficient equipment not having been furnished, with the exception of the new platform-cars built, which, as before stated, have been charged to Revenue service.

EXTENSION OF RAILWAYS FROM TBURO TO PICTOU.

The accounts of expenditure on this service (A 16) with abstracts annexed show there has been received—

From the Hon. Rec'r General to 30th Sept., 1864,	\$21,015.04
Do. do., 1865,	220,000.00

\$241,015.04

And expended, as certified—

By Chief Engineer to 30th Sept., 1864	\$9,862.13
*Do. do., 1865	260,728.62

\$270,590.75

Leaving Balance over Expenditure, which is accounted for in Balance Sheet (A 15) of. . . . . \$29575.71

I am, Sir,

Your obedient servant,

THOMAS FOOT,  
*Secretary and Chief Accountant.*

To AVARD LONLGEY, Esq.,  
Chief Commissioner N. S. Railway.

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\* A portion of this amount is for work done, but not paid for at this date.

# REVENUE SERVICE.

(A 1.)

Dr.

BALANCE SHEET.

Cr.

Receiver-General's General Account.....	\$99905 31	Revenue General Account .....	\$129478 28
Do. do. 1865 .....	12789 72	Do. 1865 .....	24884 94
			\$154363 22
General Stock .....	20673 74	E. W. Dimock .....	616 31
Firewood .....	5740 50	Whitney, Bridges & Stearns.....	4676 21
Oil, Loco .....	144 25	Portland Loco. Co .....	216 00
Oil, Car .....	305 37	Canadian Rubber Co.....	500 00
Tallow .....	491 17	Wood Contract, Richmond, D. Hallisey	4 80
Waste .....	545 37	Do. Junction, J. Hamilton	52 84
Sleepers.....	83 48	Do. Stillwater, N. Spence..	209 45
Road .....	178 36	Do. Windsor, O. Baxter....	120 31
Ticket .....	86 27	E. Riley, Sleeper Contract.....	408 52
		D. Spence, do. ....	35 41
	28248 51	J. C. Dimock, do. ....	23 45
Traffic Superintendent .....	18942 42	N. Spence, Lumber Contract .....	25 45
Construction Ledger.....	607 08	J. W. Stevens, Fencing Contract.....	30 72
Extension do. ....	332 81	D. McDonald, Do. No. 5 .....	71 08
Curry & Shand.....	1 00	Coal Stock.....	132 96
A. Grant.....	2 20		
R. L. Weatherbe .....	17 00	Bank N. S.....	
Hunter & Wright.....	25 84		7123 51
General Post Office.....	59 80		464 60
Rents due on Line.....	141 62		
T. A. S. DeWolf & Son.....	99 33		
G. Martin .....	150 80		
	20379 90		
Wood Contract, Junction—D. Hallisey....	23 15		
Do. Polly Bog, S. H. Craig ...	231 50		
Do. Truro, W. McKay.....	30 50		
Do. Supplementary, W. Miller	108 12		
	393 27		
	174 62		
Cash on hand.....			
	\$161951 33		\$161951 33

NOVA SCOTIA RAILWAY.

R. F. 30th September, 1865.

THOMAS FOOT.

(A 2.)

DR.

## REVENUE ACCOUNT.

CR.

Three Months ending 31st Dec'r., 1863.	Nine Months ending 30th Sept'r., 1864.	Total.	EXPENDITURE, 1865.	Three Months ending 31st Dec'r., 1864.	Nine Months ending 30th Sept'r., 1865.	Total.	Three Months ending 31st Dec'r., 1863.	Nine Months ending 30th Sept'r., 1864.	Total.	RECEIPTS, 1865.	Three Months ending 31st Dec'r., 1864.	Nine Months ending 30th Sept'r., 1865.	Total.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.
11238 14	25235 24	36473 38	Locomotive Power, (Abstract 1) .....	10507 87	37295 68	47803 55				Traffic Superintendent. For details see Traffic Supt's Report, (Appendix B. b. 2).....			
6353 03	21067 60	27420 63	Merchandise and Passenger Cars, (Abstract 2)	6744 00	26702 80	33446 30	41436 84	119602 72	161089 56				
16076 00	42004 47	58080 47	Maintenance Way and Buildings, (Abstract 3)	15673 00	50574 96	66247 96					47042 01	133697 44	180739 45
2788 71	8735 59	11524 30	General Charges, (Abstract 4).....	2069 89	8526 43	11496 32				Receipts from all other sources, Rents, &c.....		3214 87	3214 87
33455 88	97042 90	133498 78		35894 76	123099 37	158994 13	1559 70	2151 73	3711 43				
	1200 00	1200 00	Supplementary Account (Abstract 5).....		74 75	74 75							
36455 88	98242 90	134698 78		35894 76	123174 12	159068 88							
6590 66	23511 55	30102 21	Balance Nett Revenue.....	11147 25	13737 69	24884 94							
43046 54	121754 45	164800 99		47042 01	136911 61	183953 82	43046 54	121754 45	164800 99		47042 01	136911 61	183953 82

COMMISSIONER'S REPORT.

THOMAS FOOT.

7

(Abstract 1.)  
LOCOMOTIVE POWER.

PARTICULARS.	QUARTER ending 31st Dec'r., 1864.	QUARTER ending 31st March, 1865.	QUARTER ending 30th June, 1865.	QUARTER ending 30th Sept'r., 1865.	Total.	RECAPITULATION.	
						Nine Months ending 30th Sept'r., 1865.	Three Months ending 31st Dec'r., 1864.
Wages of Drivers, Firemen, and Cleaners.....	\$1952 11	\$1830 81	\$1981 53	\$2101 41	\$7865 86	\$5913 75	\$1952 11
Firewood consumed in running.....	3214 48	2985 36	3337 08	3777 50	13314 42	10099 94	3214 48
Oil " " .....	288 42	326 70	571 24	601 21	1787 57	1499 15	288 42
Tallow " " .....	176 30	166 55	193 90	195 00	731 75	555 45	176 30
Waste " " .....	174 35	186 20	295 63	215 19	871 37	697 02	174 35
Salary of Loc. Sup't., Clerk, and Office Expenses.	431 67	568 56	568 54	584 98	2153 75	1722 08	431 67
Materials for repairing Engines and Tenders, including packing.....	760 24	912 20	1335 66	2856 36	5864 46	5104 22	760 24
Wages for repairing Engines and Tenders.....	1807 21	1847 64	2338 28	1729 79	7722 92	5915 71	1807 21
Work not done by Railway for do.....	18 25	330 15	72 35	142 92	563 67	545 42	18 25
Repairs to Machinery, Workshops & Engine houses	660 64	268 92	232 30	480 34	1642 20	981 56	660 64
Repairs and renewals of Tools, Lamps, &c.....	285 00	256 08	166 66	636 72	1344 46	1059 46	285 00
Water pumping, Wooding-up, Wood-shed, Pump, and Tank repairs.....	602 46	808 74	514 52	533 00	2458 72	1856 26	602 46
Miscellaneous.....	136 74	693 60	265 21	386 85	1482 40	1345 66	136 74
	\$10507 87	\$11181 51	\$11872 90	\$14241 27	\$47803 55	\$37295 68	\$10507 87

Per centage on Gross Receipts for 9 months..... 27.25  
Do. do. 12 months..... 25.98

(Abstract 2.)  
**MERCHANDIZE AND PASSENGER CARS.**

PARTICULARS.	QUARTER ending 31st Decr. 1864.	QUARTER ending 31st March, 1865.	QUARTER ending 30th June, 1865.	QUARTER ending 30th Sept., 1865.	Total.	RECAPITULATION.	
						9 months ending 30th Sept., 1865.	3 months ending 31st Dec., 1864.
Wages of Conductors, Brakemen, Porters, &c. . . . .	\$2535 11	\$2349 98	\$2596 30	\$2564 65	\$10046 04	\$7510 93	\$2535 11
Oil consumed for packing . . . . .	140 94	159 30	80 10	186 45	566 79	425 85	140 94
Waste . . . . .	39 33	.....	46 55	37 73	123 61	84 28	39 33
Traffic, Superint's. Sal'ry, Clerk's & Office expenses	454 21	542 04	611 31	536 41	2143 97	1689 76	454 21
Salaries of Station Masters and Freight Agents . . .	1379 34	1336 81	1346 14	1369 64	5431 93	4052 59	1379 34
Materials, &c., for repairing Cars . . . . .	462 49	1869 80	1280 14	1273 83	4886 26	4423 77	462 49
Wages for do. do. . . . .	804 52	789 73	865 07	1043 53	3502 85	2698 33	804 52
Work not done by Railway for ditto . . . . .	6 00	7 24	327 00	.....	340 24	334 24	6 00
Repairs to Workshops, and repairs and renewal of Tools, Lamps, &c. . . . .	66 20	52 65	25 66	99 78	244 29	178 09	66 20
Small Stores used on the Trains . . . . .	63 38	80 33	132 29	73 40	349 40	286 02	63 38
Fuel . . . . .	145 33	95 10	20 25	10 41	271 09	125 76	145 33
Wages to Switchmen, Signalmen, &c. . . . .	177 75	173 25	175 50	168 40	694 90	517 15	177 75
Drawbacks and overcharges on Goods forwarded and Tickets refunded . . . . .	298 48	225 56	225 30	138 45	887 79	589 31	298 48
Miscellaneous . . . . .	170 92	167 07	210 17	22 30	570 46	399 54	170 92
Platform Cars, Renewals of . . . . .	.....	.....	.....	7524 98	30059 62	23315 62	6744 00
	\$6744 00	\$7848 86	\$7941 78	\$10911 66	\$33446 30	\$26702 30	

Per centage on Gross Receipts for 9 months . . . . . 19.50  
do. do. 12 months . . . . . 18.19

COMMISSIONER'S REPORT.

Abstract (3.)

MAINTENANCE OF WAY AND BUILDINGS.

PARTICULARS.	QUARTER ending 31st Dec'r., 1864.	QUARTER ending 31st March, 1865.	QUARTER ending 30th June, 1865.	QUARTER ending 30th Sept'r., 1865.	Total.	RECAPITULATION.	
						Nine Months ending 30th Sept'r., 1865.	Three Months ending 31st Dec'r., 1864.
Maintenance of Way by Section.....	\$5155 12	\$4705 91	\$5776 63	\$7562 18	\$23199 84	\$18044 72	\$5155 12
Extra Maintenance ... ..	1897 49	739 68	2093 59	.....	4730 76	2833 27	1897 49
Repairs of Fencing.....	3464 07	9 90	28 00	.....	3501 97	37 90	3464 07
“ “ .....	2123 19	151 80	1760 10	4653 25	8688 34	6565 15	2123 19
Salaries Inspector and Road Masters.....	515 99	508 01	512 01	516 01	2052 02	1536 03	515 99
Chairs, Spikes, Sleepers, &c.....	1606 40	2317 81	7735 96	7590 45	19250 62	17644 22	1606 40
Small Stores.....	65 43	35 61	9 34	25 49	135 87	70 44	65 43
Repairs and Renewal of Tools.....	133 17	186 96	197 80	290 52	808 45	675 28	133 17
Repairs to Stations, Wharves, Buildings, and Platforms .....	218 50	179 80	676 71	291 03	1366 04	1147 54	218 50
Repairs to Snow Ploughs.....	62	.....	.....	.....	62	.....	62
Repairs of Bridges, Culverts, and Cattle Guards.	172 42	35 54	461 93	361 66	1031 55	859 13	172 42
Clearing Snow and Ice.....	312 10	733 05	.....	.....	1045 15	733 05	312 10
Miscellaneous.....	8 50	31 14	307 40	89 69	436 73	428 23	8 50
	\$15673 00	\$9635 21	\$19559 47	\$21380 28	\$66247 96	\$50574 96	\$15673 00

Per centage on Gross Receipts for 9 months.....36.94.  
Do. do. for 12 months.....36.02.

(Abstract 4.)

GENERAL CHARGES.

PARTICULARS.	QUARTER ending 31st Dec., 1864.	QUARTER ending 31st March, 1865.	QUARTER ending 30th June, 1865.	QUARTER ending 30th Sept'r, 1865.	Total.	RECAPITULATION.	
						9 months end- ing 30th Sept., 1865.	3 months end- ing 31st Dec., 1864.
Salaries of Commissioner, Secretary, Accountant, Clerks, and Office Expenses... .. }	\$1154 26	\$1140 24	\$1077 07	\$1002 09	\$4373 66	\$3219 40	\$1154 26
Printing, Advertising, and Tickets . . . . . }	439 29	460 77	509 83	829 52	2239 41	1800 12	439 29
Books & Stationery . . . . . }	269 17	430 95	174 25	140 51	1014 88	745 71	269 17
Damages to men, and loss of Animals and Goods	112 90	261 22	84 45	206 36	664 93	552 03	112 90
Station Watchmen . . . . . }	172 96	180 96	172 06	177 96	703 94	530 98	172 96
Fuel, Oil, Light, and incidental expenses at Stations . . . . . }	655 66	508 31	146 01	173 53	1483 51	827 85	655 66
Telegraph operation . . . . . }	142 47	222 16	178 31	203 35	746 29	603 82	142 47
Miscellaneous . . . . . }	23 18	164 86	56 76	24 90	269 70	246 52	23 18
	\$2969 89	\$3369 47	\$2398 74	\$2758 22	\$11496 32	\$8526 43	\$2969 89

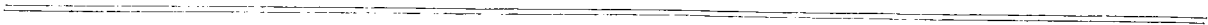
Per centage on Gross Receipts for 9 months . . . . . 6.28  
 Do. do. 12 " . . . . . 6.28

COMMISSIONER'S REPORT.



(Abstract 5.)

SUPPLEMENTARY ACCOUNT.



SESSION 1864.

Award of Railway Committee House of Assembly to J. F. Adams' Contract for Maintenance Way, 1863, in full,

for all Balances claimed by him . . . . . \$74 75



(A 3.)

## COMPARATIVE STATEMENT—LOCOMOTIVE POWER.

FOR NINE MONTHS ENDING 30TH SEPT., 1864 AND 1865.

PARTICULARS.	Nine Months ending 30th Sept. 1864.	Nine Months ending 30th Sept. 1865.	Increase.	Decrease.
Wages of Drivers, Firemen, and Cleaners.....	\$5574 51	\$5913 75	\$339 24	
Firewood consumed in running .....	7756 50	10099 94	2343 44	
Oil " " .....	841 42	1499 15	657 73	
Tallow.....	515 13	555 45	40 32	
Waste .....	435 73	697 02	261 29	
Salary Loco. Supt and Clerks. ....	1112 76	1722 08	609 32	
Materials, &c., for repairing Engines and Tenders, includ'g packing	1398 62	5104 22	3705 60	
Wages for repairing Engines and Tenders .....	3517 74	5915 71	2397 97	
Work not done by Railway for do .....	36 02	545 42	509 40	
Repairs to Machinery, Workshops, and Engine Houses .....	644 66	981 56	336 90	
Repairs and renewals of Tools, Lamps, &c.....	1124 65	1059 46	.....	\$65 19
Water pumping, Wooding up, Wood Shed, Pump and Tank repairs	1463 59	1856 26	392 67	
Miscellaneous .....	813 91	1345 66	531 75	
			12125 63	
			65 19	
	\$25235 24	\$37295 68	\$12060 44	

THOMAS FOOT.

COMMISSIONER'S REPORT.

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(A 4.)

COMPARATIVE STATEMENT—MERCHANDIZE AND PASSENGER CARS.  
FOR NINE MONTHS ENDING 30TH SEPT. 1864 AND 1865.

PARTICULARS.	NINE MONTHS ending 30th Sept., 1864.	NINE MONTHS ending 30th Sept., 1865.	Increase.	Decrease.
Wages of Conductors, Brakemen, Porters, and Shunters.....	\$6943 51	\$7510 93	\$567 42	
Oil consumed for packing .....	381 13	425 85	44 72	
Waste do. do. ....	80 24	84 28	4 04	
Traffic Superintendent's Salary, Clerks, and Office Expenses.....	1447 99	1689 76	241 77	
Salaries of Station Masters and Freight Agents.....	3889 19	4052 59	163 40	
Materials, &c., for repairing Cars.....	3450 28	4423 77	973 49	
Wages do. do. ....	2251 65	2698 33	446 68	
Work not done by Railway for do.....	364 00	334 24		29 76
Repairing Cars by Contract .....	524 97			524 97
Repairs to Workshops, and repairs and renewal of Tools, &c .....	212 17	178 09		34 08
Small Stores used on the Trains.....	101 97	286 02	184 05	
Fuel do. do. ....	104 24	125 76	21 52	
Wages to Switchmen and Signalmen .....	509 41	517 15	7 74	
Drawbacks and overcharges on Goods forwarded, and Tickets refunded.....	498 45	589 31	180 86	
Miscellaneous.....	398 40	399 54	1 14.	
			2836 83	\$588 81
			588 81	
		23315 62	2248 02	
Platform Cars, renewal of.....		3386 68	3386 68	
	\$21067 60	\$26702 30	\$5634 70	

THOMAS FOOT.

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NOVA SCOTIA RAILWAY.

(A 5.)

## COMPARATIVE STATEMENT—MAINTENANCE WAY AND BUILDINGS.

FOR NINE MONTHS ENDING 30TH SEPT., 1864 AND 1865.

PARTICULARS.	NINE MONTHS ending 30th Sept., 1864.	NINE MONTHS ending 30th Sept., 1865.	Increase.	Decrease.
Maintenance Way by Section .....	\$12658 65	\$18044 72	\$5386 07	
Extra maintenance .....	6464 59	2833 27	.....	\$3631 32
Repairs of Fencing .....	.....	37 90	37 90	
Repairs of Fencing .....	5184 88	6565 15	1380 27	
Salaries Inspector and Road Masters .....	1539 96	1536 03	.....	3 93
Chairs, Spikes, Sleepers, &c .....	12864 60	17644 22	4779 62	
Small Stores .....	42 37	70 44	28 07	
Repairs and renewal of Tools .....	611 88	675 28	63 40	
Repairs to Stations, Wharves, Buildings, and Platforms .....	1281 72	1147 54	.....	134 18
Repairs of Bridges, Culverts, and Cattle Guards .....	370 52	859 13	488 61	
Clearing Snow and Ice .....	896 78	733 05	.....	163 73
Miscellaneous .....	88 52	428 25	339 71	
			12503 65	\$3933 16
			3933 16	
	\$42004 47	\$50574 96	\$8570 49	

THOMAS FOOT.

COMMISSIONER'S REPORT.

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(A 6.)  
**COMPARATIVE STATEMENT OF GENERAL CHARGES,**  
**FOR NINE MONTHS ENDING 30TH SEPT., 1864 AND 1865.**

PARTICULARS.	Nine months ending 30th Sept'r., 1864.	Nine Months ending 30th Sept'r., 1865.	Increase.	Decrease.
Salaries Commissioner, Secretary, Accountant, Clerks, and Office Expenses.....	\$4034 58	\$3219 40	.....	\$815 18
Printing, Advertising, and Tickets.....	1391 66	1800 12	\$408 46	
Books and Stationery.....	484 23	745 71	261 48	
Damages to Men, and loss of Animals and Goods.....	804 21	552 03	.....	252 18
Station Watchman.....	471 16	530 98	59 82	
Fuel, Oil, Light, and incidental expenses at Stations.....	837 23	827 85	.....	9 38
Telegraph Operation.....	521 49	603 82	82 33	
Miscellaneous.....	191 03	246 52	55 49	
			<u>\$867 58</u>	<u>\$1076 74</u>
			.....	867 58
	<u>\$8735 59</u>	<u>\$8526 43</u>	.....	\$209 16

THOMAS FOOT

(A 7.)

## COMPARATIVE STATEMENT.—LOCOMOTIVE POWER.

FOR 12 MONTHS ENDING 30TH SEPTEMBER 1864 AND 1865.

PARTICULARS.	Three Months ending 31st Dec'r, 1863.	Nine Months ending 30th Sep'r, 1864.	Total 12 months ending 30th Sep't'r, 1864.	Twelve Months ending 30th Sep't'r, 1865.	Increase.	Decrease.
Wages of Drivers, Firemen, and Cleaners . . . . .	\$2050 43	\$5574 51	\$7624 94	\$7865 86	\$240 92	
Firewood consumed in running . . . . .	2527 81	7756 50	10284 31	13314 42	3030 11	
Oil do. do. . . . .	247 47	841 42	1088 89	1787 57	698 68	
Tallow do. do. . . . .	195 86	515 13	710 99	731 75	20 76	
Waste . . . . .	134 56	435 73	570 29	871 37	301 08	
Salary Loco. Supt and Clerks . . . . .	364 53	1112 76	1477 29	2153 75	676 46	
Materials for repairing Engines and Tenders, } including packing . . . . . }	1165 58	1398 62	2564 20	5864 46	3300 26	
Wages for repairing Engines and Tenders . . . . .	2144 34	3517 74	5662 08	7722 92	2060 84	
Work not done by Railway for do. . . . .	286 40	36 02	322 42	563 67	241 25	
Repairs to Machinery, Workshops and Engine House	919 52	644 66	1564 18	1642 20	78 02	
Repairs and renewals of Tools, Lamps, &c. . . . .	455 70	1124 65	1580 35	1344 46	.....	\$235 89
Water Pumping, Wooding-up, Wood Shed, Pump } and Tank repairs . . . . . }	501 81	1463 59	1965 40	2458 72	493 32	
Miscellaneous . . . . .	244 13	818 91	1058 04	1482 40	424 36	
					11566 06	
					235 89	
	\$11238 14	\$25235 24	\$36473 38	\$47803 55	\$11330 17	

THOMAS FOOT.

COMMISSIONER'S REPORT.

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(A 8.)

## COMPARATIVE STATEMENT—MERCHANDIZE AND PASSENGER CARS.

FOR TWELVE MONTHS ENDING 30TH SEPTEMBER 1864 AND 1865.

PARTICULARS.	Three mos. ending 31st Dec'r, 1863.	Nine months ending 30th Sept'r., 1864.	Total 12 mos. ending 30th Sept'r., 1864.	Twelve mos. ending 30th Sept'r., 1865.	Increase.	Decrease.
Wages of Conductors, Brakemen, and Shunters.....	\$2231 40	\$6943 51	\$9174 91	\$10046 04	\$871 13	
Oil consumed for packing.....	99 10	381 13	480 23	566 79	86 56	
Waste do. do. ....	44 75	80 24	124 99	123 61	.....	\$1 38
Traffic Supt's. Salary, Clerks, and Office Expenses.....	428 32	1447 99	1876 31	2143 97	267 66	
Salaries of Station Masters and Freight Agents.....	1170 30	3889 19	5059 49	5431 93	372 44	
Materials, &c., for repairing Cars.....	830 29	3450 28	4280 57	4886 26	605 69	
Wages do. do. ....	381 01	2251 65	2632 66	3502 85	870 19	
Work not done by Railway for do.....	79 80	364 00	443 80	340 24	.....	103 56
Repairing Cars by Contract.....	349 98	524 97	874 95	.....	.....	874 95
Repairs to Workshops, and repairs and renewal of Tools, &c.	121 07	212 17	333 24	244 29	.....	88 95
Small Stores used on the Trains.....	54 15	101 97	156 12	349 40	193 28	
Fuel do. do. ....	29 23	104 24	133 47	271 09	137 62	
Wages to Switchmen and Signalmen.....	203 20	509 41	712 61	694 90	.....	17 71
Drawbacks and overcharges on Goods forwarded, and Tickets refunded.....	196 26	408 45	604 71	887 79	283 08	
Miscellaneous.....	134 17	398 40	532 57	570 46	37 89	
					3725 54	\$1086 55
					1086 55	
Platform Cars, renewal of.....	6353 03	21067 60	27420 63	30059 62	2638 99	
				3386 68	3386 68	
	\$6353 03	\$21067 60	\$27420 63	\$33446 30	\$6025 67	

THOMAS FOOT.

(A 9.)

## COMPARATIVE STATEMENT—MAINTENANCE WAY AND BUILDINGS.

FOR TWELVE MONTHS ENDING 30TH SEPTEMBER 1864 AND 1865.

PARTICULARS.	Three Months ending 31st December, 1863.	Nine Months ending 30th Sept'r., 1864.	Total 12 months ending 30th Sept'r., 1864.	Twelve Months ending 30th Sept'r., 1865.	Increase.	Decrease.
Maintenance Way by Section.....	\$6111 78	\$12658 65	\$18770 43	\$23199 84	\$4429 41	
Extra Maintenance.....	4347 22	6464 59	10811 81	4730 76		\$6081 05
Repairs of Fencing.....				3501 97	3501 97	
Repairs of Fencing.....	996 10	5184 88	6180 98	8688 34	2507 36	
Salaries Inspectors and Road-masters.....	531 98	1539 96	2071 94	2052 02		19 92
Chairs, Spikes, Sleepers, &c.....	3109 20	12864 60	15973 80	19250 62	3276 82	
Small Stores.....	64 60	42 37	106 97	135 87	28 90	
Repairs and renewals of Tools.....	116 78	611 88	728 66	808 45	79 79	
Repairs to Stations, Wharves, Buildings, and Platforms	198 19	1281 72	1479 91	1366 04		113 87
Repairs to Snow Ploughs.....	9 65		9 65	62		9 03
Repairs of Bridges, Culverts, and Cattle Guards.....	588 76	370 52	959 28	1031 55	72 27	
Clearing Snow and Ice.....		896 78	896 78	1045 15	148 37	
Miscellaneous.....	1 74	88 52	90 26	436 73	346 47	
					14391 36	\$6223 87
					6223 87	
	\$16076 00	\$42004 47	\$58080 47	\$66247 96	\$8167 49	

COMMISSIONER'S REPORT.

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THOMAS FOOT



(A 10.)  
**COMPARATIVE STATEMENT OF GENERAL CHARGES.**  
 FOR TWELVE MONTHS ENDING 30TH SEPTEMBER 1864 AND 1865.

PARTICULARS.	Three mos. ending 31st Dec'r., 1863.	Nine months ending 30th Sept'r., 1864.	Total twelve months, end. 30th Sept 1864.	Twelve mos. ending 30th Sept'r., 1865.	Increase.	Decrease.
Salaries Commissioner, Secretary, Accountant, Clerks, and } Office Expenses.....	\$1236 02	\$4034 58	\$5270 60	\$4373 66	.....	\$896 94
Printing, Advertising, and Tickets.....	680 85	1391 66	2072 51	2239 41	\$166 90	
Books and Stationery.....	153 44	484 23	637 67	1014 88	377 21	
Damages to Men, and loss of Animals and Goods.....	82 85	804 21	887 06	664 93	.....	222 13
Station Watchmen.....	163 94	471 16	635 10	703 94	68 84	
Fuel, Oil, Light, and incidental expenses at Stations.....	359 06	837 23	1196 29	1483 51	287 22	
Telegraph operation.....	110 45	521 49	631 94	746 29	114 35	
Miscellaneous.....	2 10	191 03	193 13	269 70	76 57	
					\$1091 09	1119 07 1091 09
	\$2788 71	\$8735 59	\$11524 30	\$11496 32		\$27 98

THOMAS FOOT.

(A 11.)

QUARTERLY SUMMARY OF RECEIPTS AND EXPENSES.

FOR TWELVE MONTHS ENDING 30TH SEPTEMBER 1865.

QUARTER ENDING	Receipts from all sources.	Expenses.	Balance Nett Revenue.
31st December, 1864.....	\$47042 01	\$35894 76	\$11147 25
31st March, 1865.....	35866 19	32035 05	3831 14
30th June, 1865.....	47587 94	41772 89	5815 05
30th September, 1865.....	53457 68	49291 43	4166 25
	183953 82	158994 13	24959 69
Supplementary Account.....	.....	74 75	74 75
	\$183953 82	\$159068 88	\$24884 94

THOMAS FOOT.

COMMISSIONER'S REPORT.

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(A 12.)

## STATEMENT OF SUPPLIES ON HAND,

30TH SEPTEMBER 1865.

Firewood.....	Cords ...	2069	\$5740 50
Oil.....	Gallons..	392	459 50
Tallow .....	Pounds..	5011	491 17
Waste.....	" ..	1992	545 37
Iron.....	" ..	53755	2166 33
Iron worked and partly worked.....	" ..	10896	984 24
Copper and Brass " " .....	" ..	2806	938 91
Tyres Driving Locomotive.....	" ..	10179	1252 73
Do. Tender " .....	" ..	15337	1190 50
Do. Tender Steel.....	" ..	1704	304 62
Axles .....	" ..	18654	1360 50
Steel and Steel Springs.....	" ..	6885	851 90
Engine Truck Wheels.....	Number..	40	771 76
Do. Tender " .....	" ..	36	562 87
Car Wheels.....	" ..	158	3394 18
Glass Sheets.....	" ..	141	170 55
Brake Bars and Brake Blocks.....	" ..	1669	256 97
Lumber.....	Feet ...	163141	3725 80
Paints and Oils.....	.....		170 53
Rubber Goods.....	.....		499 23
Nails.....	.....		44 37
Sleepers.....	Number..	552	83 48
Keys.....	.....		20 56
Spikes.....	.....		157 80
Other articles .....	.....		2104 14
			\$28248 51

THOMAS FOOT.

# CONSTRUCTION SERVICE.

(A 13.)

DR.	BALANCE SHEET.	CR.
Capital Account .....	\$8616 00	Revenue Ledger .....
Ledger Extension .....	5 40	Bank .....
W. Dimock .....	150 00	
Suspense Account .....	2893 94	
Cash .....	86 09	
	\$11751 43	
		\$599 88
		11151 55
		\$11751 43

E. E.      30th September, 1865.

THOMAS FOOT.

COMMISSIONER'S REPORT.

(A 14.)

## CAPITAL ACCOUNT.

DR.

CR.

1864. Sept. 30.	To amount expended per last Report.....			\$4293920 77	1864. Sept. 30.	By cash received from Receiver General to this date.....		\$4290891 15
1865. Sept. 30.					1865. Sept. 30.	By cash received from Receiver General... Sale of Brick making machine and sundries	\$220 39	20000 00
	<b>NEW SIDINGS.</b>	Richmond .....	110 45					
		Ellershouse .....	37 90					
		Shubenacadie.....	66 00					
		Brookfield.....	662 60					
		Truro .....	53 11	\$980 06				
		Richmond.						
		New Blacksmith's Shop .....	4015 06					
		Brick Engine Ho. (arbitration) .....	5388 77					
		Deepening Reservoir .....	144 77					
		New Paint Shop.....	119 63					
		Machinery.....	39 06					
		Sundries.....	133 50					
			9840 79					
	<b>STATION SERVICE.</b>	Windsor Junction.						
		New Tank House.....	\$4330 39					
		New Wood Shed.....	1160 21					
		Platform and new road to Mines.....	49 77	5540 37				
		Stillwater.						
		New House for Tankman .....	420 00					
		Beaver Bank.....						
		Platform and Retaining Wall.	373 00					
		Sundry Stations .....	214 91	16389 07				
		Engines.....	558 24					
		First Class Cars.....	45 00					
		Second " .....	1131 80					
	<b>ROLLING STOCK.</b>	Freight " .....	\$603 38					
		Horse " .....	540 00					
		Cattle " .....	2135 86					
		Trolles.....	100 00	8109 28				
	<b>GENERAL EXPENSES.</b>	Office Expenses.....	14 00					
		Printing and Advertizing.....	61 49					
		Miscellaneous.....	11 40	86 89				
	<b>SUNDRIES SERVICES.</b>	Road Crossings and Cattle Guards	38 95					
		Fencing and Gates.....	51 93					
		Pier at Parrsborough.....	200 59	291 47	\$25303 77			
					4319727 54			\$4310891 15
					220 39			8616 00
					\$4319507 15			\$4319507 15
	Less per credit account.....					Balance over expenditure .....		

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NOVA SCOTIA RAILWAY.

THOMAS FOOT.

EXTENSION FROM TRURO TO PICTOU.

(A 15.)

Dr.	BALANCE SHEET.		Cr.
Extension Truro to Pictou .....	\$29575 71	Revenue Ledger.....	\$332 81
New Brunswick Extension Survey.....	3363 98	Miscellaneous Services.....	1286 05
Collingwood Schriber.....	883 75	Sandford Fleming.....	130 00
Cash.....	2 23	W. H. Tremain.....	423 12
Bank.....	272 02	Construction Ledger.....	5 40
		George Lang.....	40
		Contract No. 1, Jas. Fraser.....	\$3877 48
		"    "    2, Brooks, Foster & Co.....	8497 30
		"    "    3, Jas. H. Fraser.....	3204 46
		"    "    4, R. P. Mitchell & Co .. .	1363 75
		"    "    5, W. H. T. Sumner.....	2737 89
		"    "    6, M. Sutherland & Co. ...	5122 24
		"    "    8, Geo. McLeod.....	1385 67
		"    "    9, Donald Cameron.....	2663 76
		"    "    10, Alex. McDonald.....	1739 12
		Fencing No. 1, D. Sutherland.....	511 53
		Fencing Nos. 7, 8, 9, 10, W. H. T. } Sumner.....	816 71
			31919 91
	\$34097 69		\$34097 69

COMMISSIONER'S REPORT.

E. E. 30th September, 1865.

THOMAS FOOT.

(A 16.)

Dr.	EXTENSION FROM TRURO TO PICTOU.		Cr.
1864.		1864.	
Sept. 30.	To am't. expended, 1864, per last Report, \$9862 13	Sept. 30.	By Balance from old acc't, } \$15 04
1865.			1863 ..... } 21000 00
Sept. 30.	To Engineering..... ..\$29723 86		By amount received from } \$21015 04
	“ Roadway and Works...223194 12		Rec. Gen., 1864..... }
	“ Station & Water Service, 526 91	1865.	
	“ Sundry Services..... 4063 73	Sept. 30.	By amount received from } 220000 00
	“ Commissioner's Dep'tm't., 3220 00		Receiver General..... }
	————— 260728 62		\$241015 04
			Balance over expenditure..... 29575 71
	—————		—————
	\$270590 75		\$270590 75

THOMAS FOOT.

Abstract (a.)  
ENGINEERING.

PARTICULARS.	Nine Months ending 30th Sept'r, 1864.	Year Ending 30th Sept'r, 1865.	Total.
Salaries of Staff, Wages of Men, Inspectors, &c.....	\$6173 13	\$20232 52	\$26405 65
Surveying expenses not in above .....	184 08	5317 79	5501 87
Travelling, Telegraphing, and out-door expenses.....	55 50	1230 26	1285 76
Printing and Advertising .....	27 67	402 74	430 41
Stationery, Drawing Materials, Rent, and Office expenses .....	89 98	1514 01	1603 99
Other Services .....	.....	1026 54	1026 54
	\$6530 36	\$29723 86	\$36254 22





Abstract (c.)  
PERMANENT WAY.

PARTICULARS.	9 months ending 30th Sept., 1864.	Year ending 30th Sept. 1865.	Total.
Rails .....	\$24.40		\$24.40
	\$24.40		\$24.40

Abstract (d.)  
STATION AND WATER SERVICE.

PARTICULARS.	Year ending 30th Sept. 1865.
At Black River Station.....	\$526.91
	\$526.91

Abstract (e.)  
SUNDRY SERVICES.

PARTICULARS.	Total year ending 30th Sept., 1865.
Renewal of Buildings.....	\$236.00
Steamboat and Ferry Service.....	56.00
Workmen and Labourers.....	3771.73
	\$4063.73

Abstract (f.)  
COMMISSIONER'S DEPARTMENT.

PARTICULARS.	9 months end'g 30th Sept., 1864.	Year end'g 30th Sept., 1865.	Total.
Salaries Secretary, Accountant and As- sistants, proportion of.....	\$205.00	\$1011.40	\$1216.40
Office Expenses, Postages, Stationery, Rent, &c, proportion of.....	256.77	795.50	1052.27
Travelling, Telegraphing, and other services, proportion of.....	16.51	188.77	205.28
Printing and Advertising, proportion of.....	.....	723.00	723.00
Legal Expenses, proportion of.....	.....	501.33	501.33
	\$478.28	\$3220.00	\$3698.28

## (B.)

TRAFFIC DEPARTMENT, }  
 RICHMOND, October, 1865. }

AVARD LONGLEY, ESQ.,  
 Chief Commissioner of Railways :

SIR,—

I beg to submit my Report and accompanying Returns, shewing the operations of the Nova Scotia Railway for the fiscal year ending 30th September, 1865.

## 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, freight outward.
- (B 8.) Monthly freight earnings at each station, freight inwards.
- (B 9.) Aggregate freight earnings at each station.
- (B 10 and 11.) Comparative statement of gross earnings on Main Line and Windsor Branch, for 1864 and 1865.
- (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 following tables will shew that the earnings during the past year ending 30th Sept. 1865, amount to the sum of \$180739 45. The other services performed by the Department not embraced in these returns, amount to the sum of . . . three thousand four hundred and thirty-nine  $\frac{27}{100}$  dollars, viz. :

Members of Legislative Council, House of Assembly, and Officers, during the session. . . . .	\$312 41	
Volunteers and Militia attending drill instruction and Militia training, and horses and wagons. . . . .	2878 90	
Teachers attending Conference. . . . .	247 96	3489 27
		\$184178 72

You will perceive from the comparative statement, that the receipts for the twelve months ending 30th September 1865, exceed those of the same period of 1864 by \$19649.89.

COMPARATIVE STATEMENT.

Years.	Passengers.	Horse and Wagon.	Freight.	Total.
1865	\$82073 21	\$18244 24	\$80422 00	\$180739 45
1864	73998 81	16123 89	70966 86	161089 56
	\$8074 40	\$2120 35	\$9455 14	\$19649 89

In reviewing these returns, you will observe that the increase has been general in passengers, horses and wagons, and freight. I find that the per centage of increase in the different branches of traffic, over 1864, is as follows : —

Passenger traffic. . . . .	10.91 per cent.
Horse and wagon traffic . . . . .	13.15 “
Freight traffic. . . . .	13.32 “

or an increase on the aggregate earnings of 12.20 per cent.

PASSENGER TRAFFIC.

This business continues steadily to improve over the entire line. The “local” increase may reasonably be attributed to the development of the Gold Mines, and other branches of enterprise and industry, situated along the lines, where railroad transport can be made available to advantage. The through traffic also exhibits most satisfactory results, as a glance at the returns from terminal stations, steamboat and stage-coach connections, will show.

The “Bay of Fundy route,” *via* Windsor to New Brunswick, Canada, and the United States, and *vice versa*, is annually giving

strong evidence of its popularity, not only in a commercial point, but also as a pleasant and most desirable journey for tourists or pleasure-seekers. The firm of Messrs. Hatheway, Small & King have just placed on the route a new and powerful first class steamer. This vessel having enlarged accommodation, and being fitted up in a superior style for the comfort of passengers, will be well adapted to meet the requirements of the increasing business, and doubtless will give an impetus to the travel during the present Fall; and I have every reason to anticipate a still greater improvement during the coming season. Express trains have been run during the past year, connecting with the steamer at Windsor. These trains appear to have given universal satisfaction to the travelling public.

It is equally satisfactory to notice that the passenger travel from Truro, to and from the eastern sections of the Province, exhibit a favorable increase, although it cannot be expected that the business over stage coach routes can be of such rapid growth as that induced by steamboat communication. Although the stage lines are well managed, they are to a large extent only used as a commercial convenience. The number of passengers carried as per Returns.....120972

Members .....	220
Militia and Volunteers.....	5582
Teachers .....	134
Holder of season tickets.....	2982

---

8918

Making a total of..... 129890  
 or an increase over the preceding year of 16876, besides 11818 teamsters carried free.

#### HORSE AND WAGON TRAFFIC.

This traffic, although annually increasing, is by no means remunerative. The expenses necessarily incurred in moving it are very heavy, resulting from the mileage of rolling stock. This branch of trade is carried at a low tariff, which may account to a certain extent for the increase; besides, the inconvenience attending the moving of goods from the Richmond Station to the City has been long and seriously felt by the freighting community. This fact no doubt has necessitated the farming population to adopt the system of taking their teams to market, and I am of opinion it can only be remedied by railway extension, or water communication between the terminus and the city. The City Horse Railroad, at present being constructed, may to a certain extent remedy this; but, in consequence of not being conversant with the arrangements, I am not prepared to put forth an opinion.

FREIGHT TRAFFIC.

The steady and regular increase of this traffic which the returns demonstrate, is very encouraging, and you will observe that the increase is principally derived from the intermediate stations. The enterprise, energy and skill displayed in developing the gold mines and other laudable branches of industry, doubtless contribute largely to the present increase, and I think we may reasonably assume that this business will be of a permanent nature, from the success which (with few exceptions) has attended such operations.

I subjoin, for comparison, the aggregate yearly earnings of the line since the opening to Windsor and Truro:

1859.	1860.	1861.	1862.	1863.	1864. Nine months.	1865.
\$102877.57	\$112470.92	\$116028.19	\$132690.33	\$144651.34	\$119002.72	\$180739.45

These figures show that the earnings for the present year 1865 exceed 1859 by \$77861.88, or an increase of 75.68 per cent. in seven years.

The total weight of freight, including loaded wagons, is 62,503 tons; the average receipts per ton moved being \$1.58; and the receipts per ton per mile 5.26 cents.

MAIL SERVICE.

In view of bringing this subject forward for careful consideration, I beg to invite your attention to my letter addressed to you in May last, from which you will perceive since this arrangement was consummated, additional Way Offices have been established from time to time, until the actual service performed has (I may safely say) been doubled.

I have during the past year credited the road with the Express Mail Service performed, at the same rate as in 1864, which amounts to \$160, making a total for the two years of \$380. It would be very desirable to have this matter adjusted as soon as circumstances will permit. The scale of charges recommended in my letter are based upon a very low estimate, and I trust they may be approved, which would only be equitable to this department of the public service.

STATION ACCOMMODATION.

The important subject of enlarged accommodation at Richmond Terminus has been frequently referred to in my reports. The large increase of general business on the line necessitates immediate action being taken in view of meeting satisfactorily the requirements of the community. I would invite your attention to the present passenger station. You are aware this building was only intended for temporary use, and does not now afford that

accommodation which the travelling public expect, besides if allowed to remain another year it must necessarily undergo very extensive renewals to make it safe.

The rapidly increasing freight traffic requires immediate attention. It is impossible to conduct the business with promptitude and satisfaction, with the present facilities.

The building used for "outward" freight purposes requires to be enlarged, and an additional set of weighing scales erected. An "inward" freight store of sufficient dimensions is also wanted, and a loading bank for live stock and heavy materials, besides additional siding and platform accommodation to ensure punctuality and despatch to the trains.

In considering the above suggestions it should be kept in mind that the completion of the Pictou Branch extension will doubtless bring a large amount of additional business; provision for which ought to be made in due time.

At Rocky Lake Station a Freight Shed is required; the room at present used for this purpose in the station building being too small; the gold mining operations at Waverly are carried on most extensively, which has attracted a population numbering (as I am informed) over two thousand, and this station being situated about two miles from Waverley "proper;" I think there can be little doubt but the business will improve. At Windsor Junction a platform has been erected fifty feet in length, and the road completed; the inconvenience hitherto experienced is thereby remedied. At Oakfield, a new Flag Station between Grand Lake and Enfield, a platform has been erected at the expense of Col. Laurie (proprietor) one hundred feet long.

The sidings at Elmsdale and Shubenacadie brick-works have been altered and lengthened to meet the business and expedite the working of the trains.

The plans for a new Station and Freight House at Enfield recommended in my last report will shortly be submitted for your consideration.

A temporary siding has been put down at the Stone Quarry recently opened by Mr. Foster, near Wickwire Station, and a large quantity of building material has already been moved.

At Beaver Bank Station, on the Windsor Branch, the loading bank has been lengthened nearly sixty feet, to afford greater facilities to the proprietors of the Pavement and Building-Stone Quarries, which are now extensively operated; the material I understand is of a substantial and durable character, and well adapted for paving and building purposes.

The new German settlement between Stillwater and Newport, known as Ellershouse, is rapidly rising into notice; during the past year the enterprising proprietor, Mr. Ellershausen, has finished a handsome private residence, and I understand several

others of equal dimensions are in contemplation ; besides there are over fifty buildings, comprising dwelling-houses, stores, &c., with a population of several hundred people. The extensive operations at present being carried on in clearing and cultivating land, erecting buildings and machinery (steam and water power) for various manufacturing purposes, indicate a rapid developement of our resources, and the prospect of establishing a manufacturing trade. The energy and enterprise displayed are worthy of notice, and all reasonable facilities ought to be extended in view of stimulating and encouraging such undertakings ; during the past season a new siding was put down four hundred feet long, for the accommodation of a new steam saw mill, and a platform one hundred feet in length, for public convenience. The travel and transit to and from that place are shown in the returns from Newport and Mount Uniacke. I am of opinion if the business continues to grow steadily as heretofore it will be necessary to put up buildings and make a regular station there ; as I understand the road leading to the old Windsor Road has been put in tolerably good repair.

#### ROLLING STOCK.

Some of the first class cars now require extensive repairs ; their exposure to the weather, when not in use, is beginning to tell : two have been thoroughly painted and varnished, and several others cleaned, partially painted and varnished. A Car Shed is much wanted, where the cars could be properly cleaned and protected from the weather, when not required for the traffic. Three of the second class cars have been altered and fitted up as baggage and smoking cars, painted, heated, and made comfortable ; by this means the practice of smoking in the second class cars on some of the trains has been abolished. It will be most desirable, as soon as possible, to have similar cars on all trains, as smoking in the cars is annoying to many.

The new combined second class and baggage car, built by Mr. Ward, has been placed on the line, and answers the purpose admirably. Six new box freight, and two cattle cars, have been built and placed on the line.

Two cattle cars have been dismantled, one partially destroyed by fire, and another decayed and unsafe for use.

Twelve platform cars have been built, and are now available for traffic ; four have been condemned and broken up.

To meet the requirements of the passenger business, I beg to recommend that two additional first class cars be obtained and placed on the line by the first of June. Two second class, forty feet in length, and other dimensions to correspond, and one combined second class and baggage cars, same as the one in present use. Cars for freighting purposes will be recommended for your consideration as the business may require.



The inconvenience experienced from snow storms was scarcely felt last year; only on one occasion (13th February) was any detention suffered, and that was of a trifling nature. Although a considerable quantity of earth or "slurry" came down, in the cutting, it was not to such an extent as to interfere materially with the running of the trains.

It would be very desirable if a separation of passenger and freight trains could be financially accomplished; but I have some doubt if the present passenger business will warrant it. I am perfectly aware of the fact that upon some occasions the delays in loading and unloading freight is tedious to passengers, but to make an entire separation on both lines would doubtless entail a large additional expenditure. I am of opinion that delays can be largely remedied by putting on an additional regular freight train, to run on both lines tri-weekly, carrying all heavy materials, to and from stations and sidings, in car loads: by this means the weight of the present trains could be very much reduced, and the speed increased to a more uniform rate. It might be desirable to try this for a season, as there can be no doubt but the completion of the "Pictou Branch Extension" will necessitate a thorough revision of the running of the trains.

I regret that I have to report four casualties, viz.: on the 31st October, 1864, a young lady from Kentville had her foot injured in consequence of falling from the platform at Beaver Bank Station, when the train was in motion, but, I am glad to understand, not seriously. The lady was meeting some friends at that Station (Report B, 160, 177). On the 12th May, Mr. Elisha Loasby, conductor of freight train, fell off when the train was running, and had his leg broken and severely fractured, but has nearly recovered (Report C, 106, 108). A little boy, a son of Capt. O'Dell's, got underneath the freight train standing in the siding at Richmond, the party in charge had occasion to move the train, and not observing the boy, he got slightly bruised. I understand he was able to be out in a few days (Report C, 218, 234). And on the 15th August, a Mr. McKenna, in leaping on the train at Bedford Station, when in motion, fell down between the cars, and was very much bruised. He died about two weeks after the accident (Report C, 964, 564). I may state that Mr. McKenna intended to join the train at Bedford Station for Halifax, but was not a passenger previous to the accident.

The fact that nearly one hundred and forty-two thousand passengers travelled upon the Railway during the past year without accident or injury (with the above exceptions) give strong proof of the care and vigilance of the officers and employees in charge of the trains.

I am, Sir, your obdt. servt.

GEO. TAYLOR, *Superintendent.*

(B 1.)  
NOVA SCOTIA RAILWAY.

Dr.	SUPERINTENDENT IN ACCOUNT WITH REVENUE.	Cr.
<p>1864.</p> <p>October 1. To balance from September..... \$13504 10</p> <p>Dec. 31. Receipts .....\$47042 01</p> <p>1865.</p> <p>March 31. do. .... 35058 46</p> <p>June 30. do. .... 46710 03</p> <p>Sept. 30. do. .... 51928 95</p> <p style="text-align: right; margin-right: 20px;">————— 180739 45</p> <p style="text-align: right; margin-right: 20px;">—————</p> <p style="text-align: right;">\$194243 55</p>	<p>1865.</p> <p>Sept. 30. By cash paid C. Commissioner.....\$174843 08</p> <p style="text-align: right; margin-right: 20px;">Overcharges on Freight..... 457 64</p> <p style="text-align: right; margin-right: 20px;">Balance arrears at Stations ..... 18942 83</p> <p style="text-align: right; margin-right: 20px;">—————</p> <p style="text-align: right;">\$194243 55</p>	

COMMISSIONER'S REPORT.

GEO. TAYLOR,  
*Superintendent.*

## (B 2.)

VARIOUS SOURCES OF REVENUE AND AGGREGATE EARNINGS OF EACH STATION FOR THE  
TWELVE MONTHS ENDING 30TH SEPTEMBER, 1865.

NAME OF AGENT.	Station.	Passenger Traffic.	Horse and Waggon Traffic.	Freight Traffic.	Total.
A Busby, Passenger Agent.	Richmond.	\$28397 84	\$7018 36		\$35416 20
Jas. Alexander, Freight do.	Do.			\$35117 08	35117 08
Edw. Moren, Station Agent.	Bedford	1895 48	386 60	426 67	2708 75
H. J. Hodson	Rocky Lake	859 28	140 47	1060 72	2060 47
H. McIntosh	W. Junction	2209 51	30 05	1775 96	4015 52
J. G. Dimock	Grand Lake	192 34	26 82	277 52	496 68
Jeffrey Foot	Fletcher's			58 00	58 00
Do.	Elmsdale	1648 60	650 99	1472 24	3771 83
Do.	Truro Road			18 11	18 11
A. Laurie	Oakfield			64 51	64 51
Thos. Donaldson	Enfield		190 61	633 22	733 83
Samuel Keys	Wickwire's		61 18	410 10	471 28
John McDonald	Sb'bnacadie	2738 74	517 16	2140 76	5396 66
Francis Holsworth	Stewiacke	1454 46	928 71	1744 55	4127 72
Geo. W. McElhinney	Brookfield	1599 58	643 82	2394 26	4747 66
H. McCallum	Truro	9414 50	1897 31	11728 74	23040 55
F. R. Boggs	Beaver Bank	608 30	133 62	352 94	1094 86
R. McLearn	Mt Uniacke	1124 06	581 71	1023 61	2729 38
J. L. Sweet	Newport	2359 17	293 10	2477 47	5229 74
C. E. Harding	Windsor	10837 54	4733 73	9962 87	25534 14
John Murray, Conductor.		576 80			576 80
A. R. Adams		371 43			371 43
John Ryan		752 47			752 47
Geo. Donkin		917 59			917 59
Robt. Duncan		214 03			214 03
Spare Conductors		58 74			58 74
H. Hyde, Stage Proprietor.		2089 24			2089 24
T. S. Lindsay		2480 92			2480 92
James Blair		586 78			586 78
James King, Steamb't Prop'r.		4836 10			4836 10
Season Tickets		3048 55			3048 55
Round Trip Tickets		142 00			142 00
Special Trains		327 15			327 15
Construt'n Pictou Extension.		422 01			422 01
General Post Office				2400 00	2400 00
Do. Special Train Service.				160 00	160 00
Storage Hay-shed, Richmond				462 05	462 05
Demurrage				30 00	30 00
Permanent Way (Engine & Car Hire)				3840 12	3840 12
Construction				190 50	190 00
		\$82073 21	\$18244 24	\$80422 00	180739 45

GEORGE TAYLOR.

(B 3.)

STATEMENT SHOWING MILEAGE OF TRAINS, NUMBER OF PASSENGERS, AND QUARTERLY RECEIPTS, FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1865.

MAIN LINE.

Quarter ending	Mil'ge of Trains	No. of Passengers.			Amount received for			
		1st cl.	2d cl.	Total.	Pass'grs.	Horse and Wagon.	Freight.	Total.
Dec. 31...	22473	5500	11378	16878	\$11305 89	\$3530 29	\$10681 37	\$25517 55
March 31..	21475	4614	9514	14128	8766 88	1469 24	10725 50	20961 62
June 30...	21515	7573	11960	19533	12581 20	1537 67	11541 76	25660 63
Sept. 30...	23821	10451	11954	22405	14111 89	2166 46	12815 44	29093 79
Total...	89284	28138	44806	72944	\$46765 86	\$8703 66	\$45764 07	101233 59

WINDSOR BRANCH.

Quarter ending	Mil'ge of Trains	No. of Passengers.			Amount received for			
		1st cl.	2d cl.	Total.	Pass'grs.	Horse and Wagon.	Freight.	Total.
Dec. 31...	17032	4874	6227	11101	\$8531 93	\$3938 63	\$9053 90	\$21524 46
March 31..	15564	2716	4730	7446	4953 46	1663 08	7480 30	14096 84
June 30...	18673	6729	6135	12864	9958 69	1252 25	9838 46	21049 40
Sept. 30...	17869	10417	6200	16617	11863 27	2686 62	8285 27	22835 16
Total...	69138	24736	23292	48028	\$35307 35	\$9540 58	\$34657 93	\$70505 86

SUMMARY—MAIN LINE AND WINDSOR BRANCH.

Quarter ending	Mil'ge of Trains	No. of Passengers.			Amount received for			
		1st cl.	2d cl.	Total.	Pass'grs.	Horse and Wagon.	Freight.	Total.
Dec. 31 ...	39505	10374	17605	27979	\$19837 82	\$7468 92	\$19735 27	\$47042 01
March 31..	37039	7330	14244	21574	13720 34	3132 32	18205 80	35058 46
June 30...	40188	14302	18095	32397	22539 89	2789 92	21380 22	46710 03
Sept. 30...	41690	20868	18154	39022	25975 16	4853 08	21100 71	51928 95
Total...	158422	52874	68098	120972	\$82073 21	\$18244 24	\$80422 00	180739 45

GEORGE TAYLOR.

## (B 4.)

STATEMENT SHOWING THE NUMBER OF PASSENGERS FOR THE TWELVE MONTHS ENDING 30TH SEPTEMBER, 1865.

MAIN LINE.					WINDSOR BRANCH.				
Month.	1st cl.	2d cl.	Total.	Totals	Month.	1st cl.	2d cl.	Total	Totals.
1864.					1864.				
October .....	2315	3647	5962	16878	October ...	2146	1908	4054	11101
November...	1609	3748	5357		November.	1519	1979	3498	
December ..	1576	3983	5559		December	1209	2340	3549	
1865.					1865.				
January .....	1712	3442	5154	14128	January ...	873	1526	2399	7446
February ...	1337	2551	3888		February..	812	1437	2249	
March.....	1565	3521	5086		March .....	1031	1767	2798	
April .....	1841	3804	5645	19533	April .....	1739	2053	3792	12864
May.....	2251	3984	6235		May .....	2098	1974	4072	
June .....	3481	4172	7653		June .....	2892	2108	5000	
July .....	3716	4097	7813	22405	July .....	3212	1964	5176	16617
August.....	3094	3869	6963		August.....	3846	2005	5851	
September..	3641	3988	7629		September	3359	2231	5590	
Totals...	28138	44806		72944	Totals...	24736	23292		48028

## RECAPITULATION.

MAIN LINE.—1st class.....	28138	2nd class...	44806	Totals.....	72944
WINDSOR BRANCH.—1st class....	24736	2nd class...	23292	Totals.....	48028
				Total.....	120972

GEORGE TAYLOR.

(B 5.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1865.

## PASSENGERS.

Stations.	October.	Novr.	Deer.	January.	February.	March.	April.	May.	June.	July.	August.	Sept.	Total.
Richmond.....	\$2534 21	\$2177 61	\$2350 71	\$1833 94	\$1461 27	\$1926 19	\$2046 00	\$2285 97	\$3094 27	\$3027 31	\$2854 98	\$2865 38	\$28397 84
Bedford.....	168 76	159 46	145 39	108 00	93 38	116 97	140 67	138 98	169 27	224 59	198 25	241 76	1895 48
Rocky Lake.....	72 83	67 19	59 94	51 30	49 23	49 73	70 10	77 71	86 14	88 10	91 17	95 84	859 28
Grand Lake.....	18 13	15 70	8 43	12 79	13 09	17 64	19 83	17 50	18 44	13 16	21 02	16 56	192 34
Elmsdale.....	161 27	136 84	149 79	114 50	87 51	110 29	121 14	164 58	171 72	172 49	134 15	133 32	1648 00
Shubenacadie.....	294 78	197 87	189 65	212 68	158 04	187 38	206 08	244 22	264 24	313 55	210 17	260 08	2738 74
Steviacke.....	150 53	133 89	126 93	104 39	73 18	79 16	88 01	111 51	132 50	177 94	134 71	141 92	1454 45
Brookfield.....	136 85	97 38	115 40	106 73	82 43	105 30	111 17	128 51	170 41	169 50	148 40	146 49	1509 58
Truro.....	934 26	638 58	707 32	683 11	539 05	712 06	638 25	786 02	1031 01	847 89	963 68	992 57	9414 50
Windsor Junction.....	116 33	170 43	159 21	167 64	87 63	150 73	211 28	237 16	241 42	232 06	202 60	232 97	2209 51
Weaver Bank.....	56 03	49 76	54 97	49 03	35 07	46 44	54 28	41 12	50 76	59 88	55 33	64 68	608 30
Mount Uniacke.....	91 63	83 58	81 39	68 22	66 74	84 27	90 44	90 48	112 27	105 10	116 86	118 33	1124 06
Newport.....	203 65	175 40	206 33	176 43	153 81	190 65	180 51	189 68	258 70	208 07	221 16	194 18	2359 17
Windsor.....	1031 63	874 26	831 28	599 74	498 22	600 14	823 18	984 16	1157 89	1089 79	1257 37	1179 88	10837 54
John Murray.....	51 94	38 63	37 64	25 17	21 60	25 25	39 06	50 33	61 76	80 49	67 14	77 79	576 80
A. R. Adams.....	24 66	25 61	24 09	17 10	17 17	21 33	22 36	35 12	31 08	48 46	56 73	47 72	371 43
J. Ryan.....	101 69	61 10	67 74	71 81	42 47	59 56	68 32	66 75	75 59	72 05	21 81	42 98	752 47
George Donkin.....	109 87	62 45	68 08	65 16	47 79	67 37	62 20	81 71	77 18	73 78	102 80	99 20	917 59
Robert Duncan.....	3 55	6 74	31 30	1 89	4 00	6 61	9 09	5 00	22 20	22 64	47 66	49 66	214 03
Spare Conductors.....	1 11	2 81	6 72	.....	8 52	4 11	7 26	.....	.....	11 56	14 37	1 68	53 74
H. Hyde.....	164 48	224 91	145 35	113 22	118 15	95 63	155 90	223 38	197 37	253 22	201 20	226 44	2089 24
T. S. Lindsay.....	317 48	179 01	188 96	162 18	57 05	140 76	197 37	377 15	214 29	188 19	197 37	201 20	2450 92
James Blair.....	51 26	35 19	6 12	.....	.....	.....	.....	68 03	87 22	81 09	110 93	146 88	586 78
James King.....	522 00	329 30	127 50	.....	.....	.....	.....	525 80	560 50	546 50	644 50	847 50	4836 10
Season Tickets.....	130 75	269 00	253 00	132 50	156 00	151 75	.....	255 12	434 75	366 25	296 50	345 25	3048 55
Round Trip Tickets.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	142 00
Special Trains.....	.....	.....	.....	.....	61 00	.....	.....	.....	.....	193 15	65 00	.....	827 15
Construction Pictou extension.....	.....	.....	.....	.....	.....	.....	.....	91 83	292 23	37 90	.....	.....	422 01
Totals.....	\$7484 84	\$6216 00	\$6134 98	\$4828 63	\$3942 39	\$4949 32	\$6163 42	\$7504 86	\$8871 61	\$8724 86	\$8923 21	\$8627 09	\$82073 21

COMMISSIONER'S REPORT.

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(B 6.)

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## STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1865

## HORSE AND WAGON.

STATIONS.	October.	Novemb'r	Dec'r.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Total.
Richmond.....	\$898 42	\$919 23	\$1079 17	\$482 28	\$369 76	\$305 27	\$308 84	\$336 34	\$502 81	\$443 82	\$555 33	\$817 09	\$7018 36
Bedford.....	40 94	40 91	44 69	24 30	15 95	25 36	26 86	26 22	23 68	30 16	34 93	52 60	386 60
Rocky Lake.....	15 58	12 67	9 97	12 31	10 81	5 88	14 69	7 26	5 55	14 26	15 78	15 71	140 47
Grand Lake.....	5 09	4 94	3 20	1 35	2 20	1 05	95	95	34	3 55		2 60	26 82
Enfield.....	17 19	13 33	6 81	1 71	70	9 31	4 67	7 09	3 09	5 82	11 24	19 65	100 61
Elmsdale.....	102 52	84 99	55 36	38 57	15 74	21 41	45 49	46 34	38 80	52 09	64 10	85 58	650 99
Wickwire's.....	8 67	13 01	8 24	2 62	67	55	5 80	3 42	70	2 73	4 30	10 47	61 18
Shubenacadie.....	54 28	41 69	44 66	32 66	20 99	23 32	25 31	35 73	42 48	62 54	62 99	70 51	517 16
Stewiacke.....	198 63	133 42	94 84	64 74	41 32	34 31	32 67	56 44	57 37	84 18	49 77	81 02	928 71
Brookfield.....	90 39	86 94	100 96	35 01	32 24	35 46	47 70	42 38	54 40	42 48	31 98	39 94	643 82
Truro.....	151 43	206 55	395 98	191 78	129 45	130 09	89 86	95 86	132 05	93 70	125 00	155 59	1897 31
W. Junction.....		95	1 86			3 85	1 75		1 45	40	4 55	15 24	30 05
Beaver Bank.....	11 62	14 95	9 78	3 65	8 25	9 71	5 05	12 81	8 92	14 57	16 38	17 93	133 62
Mount Uniacke.....	95 46	93 10	50 46	34 39	14 56	20 85	28 00	28 42	37 67	28 34	62 64	87 82	581 71
Newport.....	86 61	45 57	21 12	6 90	11 78	25 23	18 81	15 52	38 47	26 22	49 05	57 82	393 10
Windsor.....	608 86	655 86	788 11	372 44	307 34	192 60	128 70	143 18	209 03	175 71	481 73	670 17	4733 73
Totals.....	\$2385 60	\$2368 11	\$2715 21	\$1305 71	\$981 76	\$844 85	\$785 15	\$857 96	\$1146 81	\$1080 57	\$1572 77	\$2199 74	\$18244 24

NOVA SCOTIA RAILWAY.

## (B 7.)

## STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1865.

## FREIGHT OUTWARD.

Stations.	October.	Novemb'r	Decemb'r	January.	February.	March.	April.	May.	June.	July.	August.	Septr.	Total.
Richmond .....	\$984.68	\$640.71	\$459.28	\$272.85	\$429.53	\$451.90	\$798.69	\$1356.85	\$898.73	\$838.00	\$1112.25	\$1231.35	\$9464.91
Bedford.....	6.94	4.51	10.32	2.95	1.90	4.62	6.32	3.95	0.90	2.70	3.91	3.38	51.90
Rocky Lake.....	1.10	1.69	2.35	0.65	0.40	59.17	1.69	2.61	4.39	8.85	1.05	2.40	79.75
Grand Lake.....	9.20	0.68	8.60	16.75	1.80	25.50	4.00	13.20	8.44	2.35	0.70	20.20	112.02
Enfield.....	5.85	3.64	1.46	2.85	1.22	8.06	1.82	3.80	1.65	2.91	4.28	2.87	84.90
Elmsdale.....	22.34	21.83	24.81	13.15	13.18	11.51	24.90	41.61	58.61	49.55	50.49	46.17	378.15
Wickwire's.....	23.47	12.94	15.70	15.27	5.00	10.84	12.54	18.24	22.90	26.97	18.27	22.14	204.23
Shubenacadie.....	30.73	81.52	74.57	23.36	22.85	28.19	67.18	51.24	32.57	40.85	72.02	91.43	616.51
Stewiacke.....	113.70	197.07	86.84	75.43	61.36	36.56	38.45	88.43	46.60	48.44	47.64	65.84	906.96
Brookfield.....	128.76	95.32	96.62	57.15	95.50	226.69	124.54	105.70	131.58	165.80	165.13	165.75	1441.34
Druro.....	422.03	227.67	517.77	296.12	218.29	368.68	359.23	275.99	300.20	299.33	299.46	380.30	3964.57
Windsor Junction.....	1.80	1.15	2.80	0.40	1.25	4.39	3.00	2.40	1.77	1.85	3.15	11.48	36.04
Beaver Bank.....	19.45	10.96	6.54	2.73	1.20	8.44	3.84	5.30	6.59	5.61	2.60	3.46	76.72
Mount Uniacke.....	20.39	20.07	24.86	10.21	4.16	9.72	10.97	18.93	22.67	24.77	13.14	25.76	205.67
Newport.....	123.69	171.03	173.20	173.69	87.65	75.48	30.99	81.98	90.36	76.12	57.69	111.55	1333.48
Windsor.....	148.82	123.53	223.87	226.95	260.24	249.32	247.15	185.59	156.49	241.93	299.83	222.17	2586.84
General Post Office.....			600.00			600.00			600.00			600.00	2400.00
Do. Extra Mails.....									40.00	40.00		80.00	160.00
Permanent Way Hire of Locomotives & Cars.....	491.75	585.50	155.75			194.50	476.00	420.00	573.00	578.00		365.62	3840.12
Construction Hire of Locomotives & Cars.....		162.50									28.00		190.50
Storage, Hay Shed, Richmond.....					48.21		186.23	24.66	112.58	27.07	41.68	19.59	462.05
Demurrage.....					30.00								30.00
Totals.....	\$2564.20	\$2362.42	\$2500.84	\$1195.61	\$1276.14	\$2352.36	\$2451.62	\$2710.49	\$3104.94	\$2481.84	\$2164.29	\$3411.46	\$28576.11

COMMISSIONER'S REPORT.



(B 8.)

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STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR TWELVE MONTHS ENDING 30TH SEPTEMBER, 1865.

## FREIGHT INWARDS.

STATIONS.	October.	Novemb'r	December	January	February	March.	April.	May.	June.	July.	August.	Sept'r.	Total.
Richmond.....	\$2237 96	\$2139 72	\$1897 68	\$2906 67	\$2493 87	\$2879 51	\$1707 56	\$1754 16	\$1995 90	\$1552 03	\$1830 97	\$2256 14	\$25652 17
Redford.....	19 91	23 47	21 48	20 82	21 53	67 16	16 22	48 39	35 22	26 48	16 21	57 88	374 77
Rocky Lake.....	69 01	89 99	80 68	121 88	56 86	82 27	93 35	116 77	60 78	53 54	67 16	88 68	980 97
Fletcher's.....	1 80	2 09	14 72	6 96	2 27	4 00	6 61	10 97	3 29	1 60	1 92	1 77	58 00
Grand Lake.....	3 66	3 75	5 67	4 50	8 20	11 30	13 02	21 23	21 51	29 87	6 64	36 15	165 50
Oakfield.....											48 68	15 83	64 51
Enfield.....	40 27	54 26	68 34	37 64	41 33	35 51	42 46	97 60	55 92	56 71	40 16	28 12	598 32
Elmsdale.....	66 84	52 58	44 18	38 60	46 44	81 75	52 45	259 07	46 18	135 91	127 04	143 05	1094 09
Truro Road.....	1 40	1 41	1 68	40	1 61	1 63	1 42	2 45	1 89	2 74	1 08	40	18 11
Wickwire's.....	11 40	14 57	13 05	10 69	10 17	14 78	10 96	41 18	20 57	21 79	20 03	16 63	205 82
Shubenacadie.....	123 50	125 91	113 66	107 05	98 81	147 08	114 56	125 62	157 09	137 47	132 03	141 47	1524 25
Stewiacke.....	103 94	54 69	57 35	39 19	42 75	64 37	54 95	92 53	51 39	109 95	83 72	83 36	838 19
Brookfield.....	94 96	78 43	102 20	101 46	141 30	68 74	68 08	115 36	105 56	119 86	81 19	75 78	1152 92
Truro.....	725 06	529 00	505 92	564 99	483 52	544 81	551 09	824 11	735 73	883 98	700 92	715 04	7764 17
W. Junction.....	137 85	80 66	90 97	144 67	14 29	18 45	131 65	315 47	120 70	139 46	245 64	300 11	1739 92
Beaver Bank.....	13 05	14 39	18 40	16 32	30 68	27 25	27 08	33 72	13 92	28 14	20 44	30 83	276 22
Mt. Unlace.....	77 05	98 56	45 32	59 13	35 10	37 02	74 93	87 24	81 97	84 27	70 32	67 03	817 94
Newport.....	52 54	69 41	80 82	90 96	90 19	110 57	123 80	139 64	100 95	83 63	92 91	108 57	1143 99
Windsor.....	682 78	614 52	633 30	301 86	462 74	530 14	694 13	999 71	635 06	639 12	553 33	629 34	7376 03
Totals.....	\$4464 98	\$4047 41	\$3795 42	\$4573 79	\$4081 66	\$4726 34	\$3784 32	\$5085 22	\$4243 63	\$4106 55	\$4140 39	\$4796 18	\$51845 89

NOVA SCOTIA RAILWAY.

## (B 9.)

STATEMENT OF TOTAL MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS TWELVE MONTHS ENDING 30TH SEPTEMBER, 1865.

## FREIGHT (OUTWARD AND INWARD).

Stations, &c.	October.	Novemb'r	Decemb'r	January.	February	March.	April.	May.	June.	July.	August.	Septr.	Total.
	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.
Richmond.....	3222 64	2780 43	2356 96	3179 52	2923 40	3331 41	2501 25	3111 01	2889 63	2390 12	2943 22	3487 49	35117 08
Bedford .....	26 85	27 98	32 30	23 77	23 43	71 78	21 54	52 34	36 12	29 18	20 12	61 26	426 67
Rocky Lake.....	70 11	91 68	83 03	122 53	57 26	135 44	94 44	119 38	65 17	62 39	68 21	91 08	1060 72
Fletcher's .....	1 80	2 09	14 72	6 96	2 27	4 00	6 61	10 97	3 29	1 60	1 92	1 77	58 00
Grand Lake.....	12 86	4 43	14 27	21 25	10 00	36 80	17 02	34 43	29 95	32 82	7 34	56 35	277 52
Oakfield .....											48 68	15 83	64 51
Enfield .....	45 62	57 90	69 80	40 49	42 55	38 56	44 28	101 40	57 57	59 62	44 44	30 99	633 22
Elmsdale .....	89 18	74 41	68 99	51 75	59 62	93 26	77 35	300 68	104 79	185 46	177 53	189 22	1472 24
Truro Road.....	1 40	1 41	1 68	0 40	1 61	1 63	1 42	2 45	1 89	2 74	1 08	0 40	18 11
Shubenacadie .....	154 23	207 43	188 23	130 41	121 66	175 27	181 74	176 86	189 66	178 32	204 05	232 90	2140 76
Wickwires .....	34 87	27 51	28 75	25 96	15 17	25 62	23 50	59 42	43 47	48 76	38 30	38 77	410 10
Stewiacke.....	217 64	251 76	144 19	114 62	104 11	100 93	93 40	180 96	97 99	158 39	131 36	149 20	1744 55
Brookfield .....	223 72	173 75	198 82	158 61	237 20	294 83	192 62	221 06	237 14	285 66	189 32	181 53	2594 26
Truro .....	1147 09	756 67	1023 69	861 11	701 81	912 89	910 37	1100 10	1035 93	1183 36	1000 38	1095 34	11728 74
Windsor Junction.....	139 65	81 81	93 77	145 07	15 54	22 84	135 25	317 87	122 47	141 31	248 79	311 59	1775 96
Beaver Bank.....	34 50	25 35	24 94	19 05	31 88	35 69	30 92	39 02	20 51	33 75	23 04	34 29	352 94
Mount Uniacke .....	97 44	118 63	70 18	69 34	39 26	46 74	85 90	106 19	104 64	109 04	83 46	92 79	1023 61
Newport.....	186 23	240 49	259 02	269 65	177 84	186 05	214 79	221 62	191 31	159 75	150 60	220 12	2477 47
Windsor.....	831 60	738 10	867 17	528 81	722 98	770 46	941 28	1185 29	791 46	881 05	853 16	851 51	9962 87
General Post Office.....			600 00			600 00			600 00			600 00	2400 00
Ditto Special Service.....									40 00	40 00			80 00
Permanent Way.....	491 75	585 50	155 75			194 50	476 00	420 00	573 00	578 00		365 62	3840 12
Construction.....		162 50									28 00		190 50
Storeage, Hay Shed, Richmond.....					40 21		186 26	34 66	112 58	27 07	41 68	19 59	462 05
Demurrage.....					30 00								30 00
Totals.....	7029 18	6409 83	6296 26	5769 30	5357 80	7078 70	6235 94	7795 71	7348 57	6588 39	6304 68	8207 64	80422 00

(B 10.)

## COMPARATIVE STATEMENT OF RECEIPTS ON THE MAIN LINE.

TWELVE MONTHS ENDING 30TH SEPTEMBER, 1864 AND 1865.

	1863.			1864.									
	October.	Nov'r.	Dec'r.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Total.
Passenger .....	33989 18	33313 67	33379 46	32882 15	32495 99	33024 53	32997 36	3331 05	4989 25	3351 19	4199 09	4084 16	42047 93
Horse and Wagon .....	734 45	967 24	1277 39	776 07	572 45	117 67	360 69	467 61	578 33	619 57	482 87	766 49	8021 25
Freight .....	3192 94	2603 55	3256 90	3137 54	2286 89	3358 19	3413 34	3320 97	3804 12	3901 78	3209 58	4620 49	40108 27
Total .....	37916 57	6884 44	37913 75	36795 76	35353 33	37000 39	36183 24	7619 64	8472 20	8472 54	7792 45	9471 14	90177 45

	1864.			1865.									
	October.	Nov'r.	Dec'r.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Total.
Passenger .....	54149 53	3459 13	3716 23	3198 66	2421 21	3147 61	3348 01	4294 76	4968 43	4997 69	4451 80	4662 40	46765 86
Horse and Wagon .....	1269 25	1036 08	1224 98	691 61	425 73	441 90	433 29	589 94	594 44	660 23	594 64	571 59	8703 66
Freight .....	4145 78	3153 25	3382 34	3478 92	3286 44	3960 14	2898 22	4236 15	4407 39	4020 34	3373 15	4821 95	45764 07
Total .....	59564 54	7629 46	8323 55	7278 59	6133 38	7549 65	6649 52	9040 85	9570 26	9618 26	9019 59	10455 94	101233 59

## (B 11.)

## COMPARATIVE STATEMENT OF RECEIPTS ON THE WINDSOR BRANCH.

TWELVE MONTHS ENDING 30TH SEPTEMBER, 1864 AND 1865.

	1863.			1864.									Total.
	October.	Nov'r.	Dec'r.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	
Passenger .....	\$3051 50	2283 54	2102 93	1508 86	1411 44	1780 49	2503 02	2863 46	3643 94	3481 02	3519 51	3801 11	31950 88
Horse and Wagon .....	1090 84	1012 47	1169 14	475 06	429 43	496 45	282 53	292 57	402 48	456 35	742 69	1252 58	3102 64
Freight .....	3125 86	2644 73	2291 01	1589 17	1521 01	2212 53	2726 04	3280 12	2758 96	2563 93	2678 59	3466 73	30858 59
Total .....	\$7268 20	5940 74	5563 14	3573 09	3361 88	4489 47	5511 64	6436 15	6805 38	6501 30	6940 70	8520 42	70912 11

	1864.			1865.									Total.
	October.	Nov'r.	Dec'r.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	
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 Wagon .....	1116 37	1332 03	1490 23	704 10	556 03	402 95	351 86	348 02	552 37	480 34	978 13	1228 15	3540 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	4148 57	5323 22	6534 99	7117 68	7896 73	6775 56	7481 07	8578 53	79505 86

Total earnings for the 12 months ending Sept. 30th, 1864.....\$161,089.56  
Do. do. Sept. 30th, 1865..... 180,739.45  
Increase in latter period.....\$19,649.89

COMMISSIONER'S REPORT.

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## (B 12.)

NO. OF FIRST AND SECOND CLASS PASSENGERS CARRIED FROM EACH STATION, WITH AMOUNTS RECEIVED, FOR THE THREE MONTHS ENDING DEC. 31, 1864.

STATION.	OCTOBER.				NOVEMBER.				DECEMBER.				TOTALS.				AGGREGATE.	
	No. Pgrs.		Amts. rec'd.		No. Pgrs.		Amts. rec'd.		No. Pgrs.		Amt. rec'd.		No. Pgrs.		Amt. rec'd.		No. of Pass'g's.	Amt's. received
	1st.	2d cl.	1st cl.	2d cl.	1st.	2d cl.	1st cl.	2d cl.	1st.	2d cl.	1st cl.	2d cl.	1st.	2nd.	1st cl.	2d cl.		
			\$	\$			\$	\$			\$	\$			\$	\$		\$
Richmond .....	1322	1509	1496 46	1037 75	967	1696	1669 53	1117 08	925	1878	1013 74	1336 97	3214	5083	3570 73	3491 80	8297	7062 53
Bedford .....	193	267	89 55	74 21	156	246	86 94	72 52	157	249	67 75	77 64	506	762	244 24	224 37	1268	468 61
Rocky Lake .....	70	130	37 56	35 27	73	118	33 99	33 29	57	134	23 38	36 56	200	382	94 93	105 03	582	199 96
Grand Lake .....	13	31	6 65	11 48	12	24	6 46	9 24	4	13	3 40	5 08	29	68	16 51	25 80	97	42 31
Elmsdale .....	67	251	45 86	115 41	37	258	20 60	116 24	45	216	34 21	106 58	149	725	100 67	338 23	874	438 90
Shubenacadie .....	189	279	159 40	135 38	89	234	87 66	110 21	93	204	80 46	109 19	371	717	327 52	354 78	1088	682 30
Stewiacke .....	67	209	49 34	101 19	55	193	37 73	96 10	63	145	50 28	76 65	185	549	137 41	273 94	734	411 35
Brookfield .....	105	153	71 61	65 25	62	142	28 13	69 25	58	155	38 23	77 17	225	450	137 97	211 67	675	349 64
Truro .....	358	455	552 89	381 37	194	428	283 92	354 45	210	497	271 01	436 31	762	1380	1107 83	1172 13	2142	2279 96
Windsor Junction .....	87	202	41 69	74 69	80	388	46 21	124 22	63	415	41 59	117 62	230	1005	120 49	316 53	1235	446 02
Beaver Bank .....	34	180	14 24	41 84	24	169	12 09	37 67	32	217	11 22	43 75	90	566	37 55	123 26	656	160 81
Mount Uniacke .....	54	135	35 81	55 87	36	154	23 79	64 79	31	147	20 51	61 48	121	436	80 11	182 14	557	262 25
Newport .....	146	186	113 93	89 72	120	176	83 22	92 18	130	262	97 05	109 28	396	624	204 20	291 18	1020	685 38
Windsor .....	630	427	759 56	272 07	464	503	529 59	344 67	421	541	484 80	346 48	1515	1471	1773 95	963 22	2986	2737 17
J. Murray .....	49	120	18 45	33 49	52	107	15 27	23 36	39	154	10 25	27 39	140	381	43 97	84 24	521	128 21
A. R. Adams .....	2	180	1 82	22 84	8	146	1 28	24 33	13	198	4 16	19 93	23	524	7 26	67 10	547	74 36
John Ryan .....	50	323	20 43	81 26	14	329	4 16	56 94	29	340	6 82	60 92	93	992	31 41	199 12	1085	230 53
George Donkin .....	89	504	18 57	91 30	30	373	6 27	56 18	25	387	6 43	61 65	144	1264	31 27	209 13	1408	240 40
Robert Duncan .....	3	10	1 24	2 31	9	27	2 10	4 64	8	149	2 36	29 03	20	186	5 70	35 98	206	41 68
Spare Conductors .....		1		1 11		14		2 81	1	22	0 25	6 47	1	37	0 25	10 39	38	10 64
H. Hyde .....	108		164 48		148		224 91		95		145 35		351		534 74		351	534 74
T. S. Lindsay .....	208		317 48		117		179 01		124		188 96		449		685 45		449	685 45
James Blair .....	34		51 26		23		35 19		4		6 12		61		92 57		61	92 57
James King .....	571		562 00		327		329 80		129		127 50		1027		1019 30		1027	1019 30
Season Tickets .....	12	3	128 50	5 25	31		269 00		29		253 00		72	3	650 50	2 25	75	652 75
Totals .....	4161	5555	4758 73	2726 06	3128	5727	3407 92	2810 08	2785	6323	2988 83	3146 15	10374	17605	11155 53	8682 29	27979	19837 82

## (B 12.)

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

STATION.	JANUARY.				FEBRUARY.				MARCH.				TOTALS.				AGGREGATE.	
	No. P'gers		Amts. received.		No. P'gers		Amts. received.		No. P'gers		Amts. received.		No. P'gers		Amts. received.		No. of P'gers	Amount received.
	1st	2nd	1st class	2nd class	1st	2nd	1st class	2nd class	1st	2nd	1st class	2nd class	1st	2nd	1st class	2nd class		
			\$	\$			\$	\$			\$	\$			\$	\$		\$
Richmond	918	1330	953 30	880 55	725	1107	735 87	725 40	905	1428	976 38	949 81	2548	3865	2665 64	2555 76	6413	5221 40
Bedford	121	212	53 04	54 96	109	181	49 61	43 77	123	220	56 74	60 23	353	613	159 39	158 96	968	318 35
Rocky Lake	58	113	27 30	24 00	34	179	16 64	32 59	45	87	23 56	26 17	137	379	67 50	82 76	516	150 26
Grand Lake	24	23	3 96	8 83	5	24	3 95	9 14	16	25	8 69	8 95	45	72	16 60	26 92	117	43 52
Elmsdale	43	205	21 50	93 00	55	126	28 24	59 27	42	192	24 61	85 68	140	523	74 35	237 95	663	312 30
Shubenacadie	136	201	113 62	99 06	105	164	79 27	78 77	89	224	23 80	55 36	170	385	87 06	169 67	919	558 10
Stewiacke	62	160	34 12	70 27	50	102	29 14	44 04	58	123	23 80	55 36	170	385	87 06	169 67	555	256 73
Brookfield	90	140	41 12	65 61	61	106	31 04	51 39	69	155	38 09	67 21	220	401	110 25	184 21	621	294 46
Truro	251	453	300 99	382 12	245	258	334 03	205 02	249	470	343 49	368 57	745	1181	978 51	955 71	1926	1934 22
W. Junction	79	348	53 08	114 56	50	269	26 07	71 56	57	380	27 75	122 98	186	997	106 90	309 10	1183	416 00
Beaver Bank	15	137	9 36	30 67	10	147	2 61	32 46	27	160	10 06	36 38	52	444	22 03	99 51	496	121 54
Mount Uniacke	38	111	21 61	46 71	37	95	28 84	37 90	30	149	19 53	64 74	105	355	69 98	149 35	460	219 33
Newport	122	193	86 53	89 90	134	165	84 85	68 96	159	221	96 60	94 05	415	579	267 98	252 91	994	520 89
Windsor	282	357	316 41	193 33	266	375	298 29	199 93	350	447	369 25	230 89	898	1179	983 95	624 15	2977	1608 10
J. Murray	36	100	8 50	16 67	36	86	7 40	14 29	54	98	9 14	16 11	126	284	25 04	46 98	410	72 02
A. R. Adams	16	128	2 25	14 83	34	79	5 24	11 93	45	92	6 18	15 15	95	299	13 67	41 93	394	55 60
John Ryan	57	360	14 20	57 61	18	229	4 86	37 61	56	379	9 50	50 06	131	968	28 56	145 28	1999	173 84
Geo. Donkin	45	382	8 42	56 74	36	227	6 73	41 06	37	399	6 84	60 53	118	1008	21 99	158 33	1126	180 32
R. Duncan		15		1 89	5	27	1 25	2 73	11	25	2 20	4 41	16	67	3 45	9 05	83	12 50
Spare Conductors					4	38	1 16	7 36	4	12	1 30	2 81	8	50	2 46	10 17	58	12 63
H. Hyde	74		113 22		38		58 14		63		95 63		175		266 99		175	266 99
T. S. Lindsay	106		162 18		76		117 05		92		140 76		274		419 99		274	419 99
Season Tickets	12		182 50		15	4	153 00	3 00	15	2	150 25	1 50	42	6	485 75	4 50	48	490 25
Special Trains					1		61 00						1		61 00		1	61 00
Totals	2585	4968	2527 30	2301 33	2149	3988	2164 28	1778 11	2596	5288	2507 80	2441 52	7330	14244	7199 38	6520 96	21574	13720 34

## (B 12.)—CONTINUED.

THIRD QUARTER.—NUMBER OF FIRST AND SECOND-CLASS PASSENGERS CARRIED FROM EACH STATION, WITH THE AMOUNTS RECEIVED, FOR THE THREE MONTHS ENDING 30TH JUNE, 1865.

STATIONS.	APRIL.				MAY.				JUNE.				TOTALS.				AGGREGATE.	
	No. P'gers		Amts. received.		No. P'gers		Amts. received.		No. P'gers		Amts. received.		No. P's'ngers		Amts. received.		No. of P'gers	Amount received.
	1st	2nd	1st class.	2nd class	1st	2nd	1st class	2nd class	1st	2nd	1st class	2nd class	1st	2nd	1st class.	2nd class		
			\$	\$			\$	\$			\$	\$			\$	\$		\$
Richmond . . . . .	1079	1562	1041 28	1004 72	1147	1630	1225 16	1060 81	2367	1569	2059 33	974 94	4593	4761	4325 77	3040 47	9354	7366 24
Bedford . . . . .	159	207	75 93	64 74	166	209	83 08	55 90	213	206	110 21	59 06	538	622	269 22	179 70	1160	448 92
Rocky Lake . . . . .	84	137	31 16	38 94	90	126	43 51	34 20	100	125	53 01	33 13	274	388	127 68	106 27	662	233 95
Grand Lake . . . . .	16	27	9 69	10 14	14	28	6 69	10 81	16	31	8 63	9 81	46	86	25 01	30 76	132	55 77
Elmsdale . . . . .	44	225	21 33	99 81	79	251	50 76	113 82	95	265	58 72	113 00	218	741	130 81	326 63	959	457 44
Shubenacadie . . . . .	101	237	78 72	127 36	141	263	112 70	131 52	167	242	151 89	112 35	409	742	343 31	371 23	1151	714 54
Stewiacke . . . . .	48	115	27 85	60 16	64	139	46 45	65 06	98	138	66 17	66 42	210	422	140 47	191 64	632	332 11
Brookfield . . . . .	63	179	31 36	79 81	97	148	57 19	71 32	104	170	84 41	86 00	264	497	172 96	237 13	761	410 09
Truro . . . . .	216	442	287 99	350 26	318	441	423 91	362 11	438	492	614 22	417 69	972	1375	1326 12	1130 06	2347	2456 18
W. Junction . . . . .	83	459	35 77	165 51	96	470	53 56	183 60	149	478	83 42	158 00	328	1407	172 75	507 11	1735	679 86
Beaver Bank . . . . .	28	175	11 34	42 94	21	169	7 57	33 55	31	164	11 74	39 02	80	508	30 65	115 51	588	146 16
Mount Unincke . . . . .	41	156	25 31	65 13	58	150	40 73	58 75	81	148	55 24	57 03	180	454	121 28	180 91	634	302 19
Newport . . . . .	146	217	94 17	86 34	159	198	99 72	89 96	241	230	174 27	84 43	546	645	368 16	260 73	1191	628 89
Windsor . . . . .	445	588	511 80	311 38	569	576	645 56	338 60	821	517	878 27	279 62	1835	1681	2035 63	929 60	3516	2965 23
J. Murray . . . . .	49	125	12 64	26 42	73	108	20 16	30 17	164	163	37 28	24 48	286	396	70 08	81 07	682	151 15
A. R. Adams . . . . .	37	92	5 25	17 11	70	142	16 14	18 98	84	200	14 22	16 86	191	434	35 61	52 95	625	88 56
John Ryan . . . . .	50	397	9 18	59 14	48	318	9 42	57 33	10	300	21 24	54 35	208	1015	39 84	170 82	1223	210 66
Geo. Donkin . . . . .	58	407	10 25	51 95	64	445	9 22	72 49	73	458	8 63	68 55	195	1310	28 10	192 99	1505	221 09
Robt. Duncan . . . . .	24	39	3 65	5 44	20	53	2 15	6 45	69	88	10 90	11 30	113	180	16 70	23 19	293	39 89
Spare Conduct'r . . . . .	3	41	97	6 29	.....	.....	.....	.....	.....	.....	.....	.....	3	41	97	6 29	44	7 26
Hiram Hyde . . . . .	122	.....	185 90	.....	146	.....	223 38	.....	131	.....	197 37	.....	399	.....	606 65	.....	399	606 65
T. S. Lindsay . . . . .	129	.....	197 37	.....	247	.....	377 15	.....	171	.....	214 20	.....	547	.....	788 72	.....	547	788 72
James Blair . . . . .	.....	.....	.....	.....	45	.....	68 09	.....	58	.....	87 22	.....	103	.....	155 31	.....	103	155 31
James King . . . . .	529	.....	525 80	.....	577	.....	560 50	.....	558	.....	546 50	.....	1664	.....	1632 80	.....	1664	1632 80
Season Tickets . . . . .	26	.....	255 12	.....	40	6	430 25	4 50	34	14	194 25	172 00	100	20	879 62	176 50	120	1056 12
Con. Pictou Ex. . . . .	.....	.....	.....	.....	88	.....	91 88	.....	282	.....	292 23	.....	370	.....	384 11	.....	370	384 11
Totals . . . . .	3580	5857	3489 83	2673 59	4349	5958	4613 05	2891 81	6373	6280	5741 34	3130 27	14302	18095	13844 22	8695 67	32397	22539 89

## (B 12.)

FOURTH QUARTER.—No. OF FIRST AND SECOND CLASS PASSENGERS CARRIED FROM EACH STATION, WITH AMOUNTS RECEIVED, FOR THE THREE MONTHS ENDING 30TH SEPTEMBER, 1865.

STATION.	JULY.								AUGUST.				SEPTEMBER.				TOTALS.				AGGREGATE.	
	No. Pgrs.		Amts. rec'd.		No. Pgrs.		Amts. rec'd.		No. Pgrs.		Amt. rec'd.		No. Pgrs.		Amt. rec'd.		No. of Pass'g's.	Am'ts. received				
	1st.	2d cl.	1st cl.	2d cl.	1st.	2d cl.	1st cl.	2d cl.	1st.	2d cl.	1st cl.	2d cl.	1st.	2nd.	1st cl.	2d cl.						
			\$	\$			\$	\$			\$	\$			\$	\$		\$				
Richmond .....	2101	1623	2037 36	989 95	1992	1649	1878 44	976 54	2075	1722	1791 26	1074 12	6168	4994	5707 06	3040 61	11162	8747 67				
Bedford .....	287	214	167 03	57 56	352	284	124 74	68 51	395	280	164 16	77 60	1034	778	455 93	203 67	1812	659 60				
Rocky Lake.....	105	134	54 50	33 60	113	142	54 62	36 55	119	158	57 29	38 55	337	434	166 41	108 70	771	275 11				
Grand Lake.....	14	24	4 07	9 09	7	40	3 73	17 29	9	36	4 38	12 18	30	100	12 18	38 56	130	50 74				
Elmsdale .....	140	297	65 80	106 69	42	230	32 12	102 03	64	203	42 04	91 28	246	730	139 96	300 00	976	439 96				
Shubenacadie .....	252	249	191 70	121 85	145	195	111 74	98 43	174	228	144 09	115 99	571	672	447 53	336 27	1243	783 80				
Stewiacke .....	125	175	83 17	94 47	98	127	73 75	60 96	103	167	70 48	71 44	326	469	227 40	226 87	795	454 27				
Brookfield .....	90	190	54 34	106 16	122	145	70 88	77 52	95	178	57 14	89 35	307	513	182 36	273 03	820	455 39				
Truro .....	388	404	517 77	330 12	403	403	555 03	348 65	431	465	610 71	381 86	1222	1272	1683 51	1060 63	2494	2744 14				
Windsor Junction	119	471	69 04	163 02	103	441	57 71	144 89	115	515	64 39	168 58	337	1427	191 14	476 49	1764	667 63				
Beaver Bank .....	35	173	20 19	39 69	61	126	25 58	29 75	52	161	24 89	39 69	148	460	70 66	109 13	608	179 79				
Mount Uniacke...	73	141	47 47	57 63	94	135	62 74	54 12	72	185	48 46	69 87	239	461	158 67	181 62	700	340 29				
Newport.....	194	172	133 19	75 48	190	181	142 29	78 87	165	194	125 93	68 25	549	547	401 41	222 60	1096	624 01				
Windsor .....	1157	478	815 28	274 51	1119	505	930 91	326 46	1099	555	872 66	307 22	3375	1538	2618 85	908 19	4913	3527 04				
J. Murray.....	138	159	37 20	43 29	167	117	35 20	31 94	181	133	38 11	39 68	486	409	110 51	114 91	895	225 42				
A. R. Adams .....	123	234	13 25	35 21	151	313	22 11	34 64	125	300	15 20	32 52	399	847	50 56	102 35	1246	152 91				
John Ryan.....	101	348	12 80	59 85	35	119	6 22	15 59	72	174	15 23	27 75	208	641	34 25	103 19	849	137 44				
George Donkin...	77	469	11 24	62 54	58	545	11 42	91 38	122	421	28 70	70 50	257	1435	51 36	224 42	1692	275 78				
Robert Duncan...	58	50	12 65	9 99	156	113	29 14	18 52	150	144	28 11	21 55	364	307	69 90	50 06	671	119 96				
Spare Conductors	16	18	5 20	6 36	18	62	4 40	10 57	7	.....	1 68	.....	41	80	11 28	16 93	121	28 21				
H. Hyde.....	166	.....	253 22	.....	132	.....	201 20	.....	148	.....	226 44	.....	446	.....	680 86	.....	446	680 86				
T. S. Lindsay.....	124	.....	188 19	.....	132	.....	197 37	.....	132	.....	201 20	.....	388	.....	586 76	.....	388	586 76				
James Blair.....	43	.....	81 09	.....	74	.....	110 93	.....	96	.....	146 88	.....	213	.....	338 90	.....	213	338 90				
James King.....	657	.....	644 50	.....	859	.....	847 50	.....	693	.....	692 00	.....	2209	.....	2184 00	.....	2209	2184 00				
Season Tickets...	37	2	295 75	75	32	2	343 75	1 50	22	.....	207 68	.....	91	4	847 18	2 25	95	849 43				
Round Trip T'kets	.....	.....	.....	.....	.....	.....	.....	.....	284	.....	142 00	.....	284	.....	142 00	.....	284	142 00				
Special Trains .....	308	.....	193 15	.....	285	.....	65 00	.....	.....	.....	8 00	.....	593	.....	266 15	.....	593	266 15				
Constr. Pictou Ex	.....	36	.....	37 90	.....	.....	.....	.....	.....	.....	.....	.....	.....	36	.....	37 90	36	37 90				
Totals.....	6928	6061	6009 15	2715 71	6940	5874	5998 52	2624 69	7000	6219	5829 11	2797 98	20868	18154	17836 78	8138 38	39022	25975 16				

COMMISSIONER'S REPORT.



(B 13.)

NUMBER OF FIRST AND SECOND CLASS PASSENGERS CARRIED FROM EACH STATION,  
WITH THE AMOUNTS RECEIVED, FOR TWELVE MONTHS ENDING 30TH SEPT., 1863.

NAME OF STATION.	No. of Pas'ngers.		Amounts Received.		Aggregate.	
	1st Class	2d Class	1st Class	2d Class.	No. of P'gers.	Amounts Received.
			\$	\$		\$
Richmond . . . . .	16523	18703	16269 20	12128 64	35226	28397 84
Bedford . . . . .	2431	2775	1128 78	766 70	5206	1895 48
Rocky Lake . . . . .	948	1583	456 52	402 76	2531	859 28
Grand Lake . . . . .	150	326	70 30	122 04	476	192 34
Elmsdale . . . . .	753	2719	445 79	1202 81	3472	1648 60
Shubenacadie . . . . .	1681	2720	1378 70	1360 04	4401	2738 74
Stewiacke . . . . .	891	1825	592 34	862 12	2716	1454 46
Brookfield . . . . .	1016	1861	603 54	906 04	2877	1509 58
Truro . . . . .	3701	5208	5095 97	4318 53	8909	9414 50
W. Junction . . . . .	1081	4836	600 28	1609 23	5917	2209 51
Beaver Bank . . . . .	370	1978	160 89	447 41	2348	608 30
Mount Uniacke . . . . .	645	1706	430 04	694 02	2351	1124 06
Newport . . . . .	1906	2395	1331 75	1027 42	4301	2359 17
Windsor . . . . .	7623	5869	7412 38	3425 16	13492	10837 54
John Murray, Cond'r	1038	1470	249 60	327 20	2508	576 80
A. R. Adams, do..	708	2104	107 10	264 33	2812	371 43
John Ryan, do..	640	3616	134 06	618 41	4256	752 47
Geo. Donkin, do..	714	5017	132 72	784 87	5731	917 59
Robt. Duncan, do..	513	740	95 75	118 28	1253	214 03
Spare Conductors..	53	208	14 96	43 78	261	58 74
H. Hyde, Stage Pro.	1371	.....	2089 24	.....	1371	2089 24
T. S. Lindsay, do.	1658	.....	2480 92	.....	1658	2480 92
James Blair, do.	377	.....	586 78	.....	377	586 78
J. King, S'boat Pro.	4900	.....	4836 10	.....	4900	4836 10
Season Tickets . . . .	305	33	2863 05	185 50	338	3048 55
Round Trip Tickets	284	.....	142 00	.....	284	142 00
Special Trains.....	594	.....	327 15	.....	594	327 15
Constr'n Pictou Ex.	.....	406	.....	422 01	406	422 01
Totals . . . . .	52874	68098	50035 91	32037 30	120972	82073 21

## (B 14.)

STATEMENT SHOWING DESCRIPTION OF FREIGHT FORWARDED FROM EACH STATION DURING THE TWELVE MONTHS ENDING SEPTEMBER 30TH, 1865.

	Single Horses.	Empty Wagons or Sleighs.	Loaded Wagons or Sleighs.		Total Weight of Freight in Tons.	Dry Goods, Boxes and Bales.	Sundry Boxes.	Sundry Packages & Parcels.	Prices of Furniture.	Molasses and Sugar, Puns and Hhds.	Molasses, Sugar, & Liquor, Casks and Kegs.	Liquors, Puns. and Hhds.	Flour, (Barrels).	Meal, Bags & Bbls.	Potatoes, (Bags).	Oats & other Grain (Bags).	Hay, (Bundles).	Straw, (Bundles).
			No.	Weight in Tons.														
Richmond .....	4653	1990	2619	1053	13098	13860	11625	20107	1091	1705	7199	598	22048	2601	481	7007	342	42
Bedford .....	564	377	166	74	245	...	73	104	9	9	15	...	284	91	32	5	2	...
Rocky Lake .....	210	197	3	2	1548	4	44	251	96	...	...	3	11	...	...	...	4	...
Windsor Junction.	47	41	...	...	4135	22	78	83	73	...	...	...	18	3	26	17	...	1
Fletcher's .....	...	...	...	...	276	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Lake .....	24	20	...	1	47	...	3	2	...	...	...	...	7	...	...	...	...	...
Enfield .....	138	61	57	32	3598	...	64	872	...	...	...	...	48	1	9	11	16	...
Elmsdale .....	595	224	369	215	1798	...	85	109	159	13	2	...	15	1	103	107	171	...
Wickwire's .....	73	22	39	18	571	...	48	118	14	...	3	...	3	...	24	116	143	...
Shubenacadie ...	510	346	147	88	3265	28	258	202	250	8	21	...	21	1	223	273	3979	618
Stewiacke .....	699	295	341	223	2274	...	451	196	179	2	1	4	21	12	667	355	1416	331
Brookfield .....	548	306	188	117	2006	94	271	744	75	...	...	...	3	51	941	238	38	164
Truro .....	1172	673	413	309	5063	...	1535	260	607	...	...	...	436	241	15422	393	5886	1609
Beaver Bank .....	205	97	117	49	5269	4	80	60	28	3	7	...	74	3	19	37	9	...
Mount Uniacke...	527	181	346	200	652	...	97	191	66	5	14	...	131	7	473	47	14	...
Still Water .....	...	...	...	...	1756	...	...	...	...	...	...	...	...	...	...	...	...	...
Ellershouse .....	...	...	...	...	2868	...	...	...	...	...	...	...	...	...	...	...	...	15
Newport .....	320	186	103	71	5823	2	69	5	69	2	24	...	76	4	1687	43	8888	83
Windsor .....	2199	519	1535	1113	4136	...	1811	9930	...	...	...	74	396	23	4623	3	11830	942
Totals .....	12484	5553	6443	3565	58418	14014	16592	33234	2716	1747	7286	679	23592	3039	24730	8652	32753	3818

## (B 14).—CONTINUED.

	Apples, (Barrels).	Beef, Mutton, & Pork, (Lbs.)	Butter—Firkins & tubs.	Hams.	Chests of Tea.	Quintals of Fish.	Fish—Bbls. and half Bbls.	Cattle.	Sheep and Lambs.	Calves and Pigs.	Skins and Hides.	Ice, in Tons.	Salt, (Bags).	Canves—Bdls.	Oakum—Bbls.	Powder, (Kegs).	Fence Posts, (Cars).	Slate, (Cars).	Wool, (Bdls.)	Ships' Sails,	Quartz, (Bdls.)
Richmond.....	956	418952	315	16	2721	1925	3368	243	1077	59	3138	...	417	386	2243	...	...	...	...	431	...
Bedford.....	24	600	...	2	3	10	95	33	25	11	9	...	...	...	...	...	...	...	...	...	...
Rocky Lake.....	4	2490	...	...	...	...	...	7	...	2	28	1401	...	...	...	2461	...	...	...	...	...
Windsor Junction	15	950	...	...	...	...	...	9	3	4	...	...	...	...	...	...	9	...	...	...	...
Fletcher's.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Lake.....	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...
Enfield.....	1	2810	...	...	...	...	10	15	11	9	10	...	...	...	...	...	...	...	...	...	3
Elmsdale.....	...	47450	62	...	...	...	...	163	628	57	235	...	...	...	...	...	...	19	...	...	...
Wickwire's.....	...	7775	40	...	...	...	2	102	783	181	29	...	...	...	...	...	...	...	...	...	...
Shubanacadie...	2	17897	948	...	2	...	4	196	1463	188	1056	...	...	...	...	...	...	...	93	...	...
Stewiacke.....	1	39730	677	...	2	...	3	555	3177	188	165	...	...	...	...	...	...	...	...	...	...
Brookfield.....	1	46600	1953	...	...	...	...	479	2834	467	129	...	...	...	...	...	5	...	...	...	...
Truro.....	...	293562	7678	942	...	...	...	1980	6735	399	2629	...	...	...	...	...	...	...	...	...	...
Beaver Bank....	2	400	...	...	...	...	6	97	79	16	...	...	...	...	...	...	...	...	...	...	...
Mount Uniacke..	40	4925	...	...	...	...	...	111	94	42	148	...	...	...	...	...	...	...	...	...	...
Still Water.....	...	...	...	...	...	...	1	2	17	1	...	...	...	...	...	...	...	...	...	...	...
Ellershouse.....	...	...	...	...	...	...	...	19	...	...	...	...	...	...	...	...	...	...	...	...	...
Newport.....	459	17290	...	...	2	...	3	421	2002	269	...	...	...	...	...	...	...	...	...	...	...
Windsor.....	6107	...	814	...	176	...	...	2321	2799	239	...	...	...	...	...	...	...	...	...	...	...
Totals.....	7612	901431	12488	960	2909	1935	3482	6753	21747	2132	7576	1401	417	386	2243	2461	14	19	93	431	3

## (B 14.)—CONTINUED.

	Bricks.	Stone, (Cars.)	Clay, (Cars.)	Earthenware— Grates & Casts.	Plaster, (Cars.)	Lime, (Bbls.)	Sand & Gravel, (Cars.)	Square Timber, (Cars.)	Soft-wood Bo'rds (Cars.)	Deals, Battens, & Flanks, (Cars.)	Hard-wood Brds (Cars.)	Knees, (Cars.)	Logs, Spars, and Masts.	Shingles, (Bbls.)	Laths, (Bbls.)	Lath Wood, (Cords)	Baskets, (Indian)	Firewood (Cords)
Richmond . . . . .	2000			113					4	1				414	235			24
Bedford . . . . .								11		1			104					
Rocky Lake . . . . .																		18
W. Junction . . . . .							11	11					173	86	102	6	20	309
Fletcher's . . . . .									31	3	1000 ft.							
Grand Lake . . . . .									6				10					
Enfield . . . . .	835150		1	5				4					60	423				370
Elmsdale . . . . .	31600		1				74		1			2	4	33	37		48	
Wickwire's . . . . .		59											45	575	25	20	5	78
Shubenacadie . . . . .	102000		12	29	Bbls.	124			26				117	11175	40			390
Stewiacke . . . . .	29900	82			111			2	9	8				2814				66
Brookfield . . . . .								11	16	1			36	236	103			197
Truro . . . . .								52	12	7			188		12			
Beaver Bank . . . . .		155						32	6	32	2 Cars.		29	4775				1596
Mount Uniacke . . . . .								2	921	17	1100 ft.		30	2221		7		6
Still Water . . . . .	1000	4					2	6	11 Cars & 2050 ft.	20			160					252
Ellershouse . . . . .								1	44	43					70			1080
Newport . . . . .							2	103	6	4			90					1791
Windsor . . . . .	300				75		8	4	30	7				96				8
Totals . . . . .	1001050	300	14	147	75 cars 111 bls	124	97	239	129 Cars, & 2050 ft.	144	2 Cars & 2100 ft.	2	1046	22848	524	33	73	5185

## (B 14.)—CONTINUED.

## RAILWAY MATERIAL.

	Bark, (Cords).	Hoops, (Bdls.)	Rope in Coils.	Stoves and Cast-ings.	Iron and Steel, (Bdls.)	Iron, (Bars).	Pig Iron, (Tons).	Spikes and Nails, (Kegs and Bags.	Coal, (Chaldrons).	Chains and Anchors.	Sundry Bags.	Sundry Barrels.	Rails.	Chairs.	Spikes.	Keys.	Sleepers, (Cars).
Richmond .....			5381	1061	3850	36077	617	4445	273	402	5587	8128					
Bedford .....		243		50										180			
Rocky Lake .....			16	45	4	10	4	2			6	132	14				
Windsor Junction ..			1	43	10					1	3	46		Cars, 3			47
Fletcher's .....																	
Grand Lake .....																	
Enfield .....				25							3	104	20				
Elmsdale .....		1816									27	5					
Wickwire's .....				4							124	37					
Shubenacadie .....		22		127							413	92					
Stewiacke .....	6	20		3		42					167	59					
Brookfield .....					10	76					292	248					4
Truro .....				306							686	802					
Beaver Bank .....		337															
Mount Uniacke .....				3		1		12	2								
Still Water .....																	44
Ellershouse .....	60					2											34
Newport .....	16	176				375											3
Windsor .....				2398	2	37						44		9334			2
	82	2614	5398	4065	3876	36620	621	4459	275	403	7308	9697	34	3 Cars and 9514			134

## (B 15.)

## WEIGHT OF INWARD FREIGHT FROM ALL STATIONS TO RICHMOND FOR TWELVE MONTHS ENDING SEPTEMBER 30TH, 1865.

STATIONS.	1864.			1865.								Total.	
	October.	Nov'mber.	Dec'mber.	January.	February.	March.	April.	May.	June.	July.	August.		September
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.		Lbs.
Bedford.....	39160	83400	16900	22870	23550	20150	80390	35550	42300	27720	10806	40230	443026
Rocky Lake.....	98200	3735	24090	580220	249026	248090	26950	8050	235375	6650	1521200	8325	3009911
Fletcher's.....			32000	130000		192000	32000	32000					418000
Grand Lake.....	33590		660			5000	400	400	400				40450
Enfield.....	530980	573320	59150	83345	97110	104700	471460	656285	306970	959360	1081340	1057390	5981410
Elmsdale and } Truro Road ... }	263830	135840	83875	106550	45710	36130	84700	84250	98270	91470	292060	150235	1472920
Wickwire's.....	13415	12000	10830	8590	2350	11350	8470	14675	17200	25926	20332	22410	167551
Shubenacadie ...	87692	752623	275689	681071	732118	293198	337813	326172	173701	340328	236926	399875	4637206
Stewiacke.....	180940	183050	149560	143550	85090	155240	124230	191890	93080	123840	51890	108570	1590930
Brookfield.....	12237	100770	119400	109610	315890	334050	177800	60250	185310	327120	59220	76850	1878507
Truro.....	1110891	434463	1044428	1131328	1010527	1351778	351004	484112	935019	460974	555984	1024767	9895275
Windsor Junct'n	160000	336320	353100	972230	704940	1000025	121710	381490	671500	218875	119560	151770	5191520
Beaver Bank.....	226700	455150	262000	545400	114550	1141950	506050	250305	701100	685000	442230	452750	5873185
Mount Uniacke } Stillwater and } Ellershouse ... }	244290	890900	246700	1129850	195000	362650	321238	430820	1139000	473400	508025	714210	6656083
Newport.....	342081	358562	286311	385726	216940	336982	203568	255944	144966	66604	125426	164288	2887398
Windsor.....	966900	1009260	942620	607090	635770	916160	621250	431670	531690	434460	815980	815230	8728080
Totals.....	4310906	5329393	3907313	6637430	4428571	6509453	3469033	3643863	5365881	4241727	5840982	5186900	58871452

## WEIGHT OF OUTWARD FREIGHT FROM RICHMOND—Shewn on Return B, 14.

Weight of Freight.....	13098 Tons.
Loaded Wagons or Sleighs .....	1053
Empty 2010, estimated at 550 each.....	552

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14703

(C.)

LOCOMOTIVE DEPARTMENT,  
RICHMOND, October, 1865.

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 30th September, 1865.

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. 1 and 2 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 :—No. 1 shows that 8,080 more miles have been run during the year 1865 than were run during the corresponding period of 1864.

Return No. 2 shows that a less number of miles were run to a cord of wood in 1865 than were run to a cord of wood in 1864. There is a greater consumption necessary, owing to the increase of mileage in the first place, but more on account of the increase in the number of cars per train, and also the increase of weight of freight per train.

Return No. 4 shows that the wood has also increased in price 24 cents per cord; and that the price of oil has increased 31 cents per gallon (and a poor quality at that). The waste also has increased  $6\frac{1}{2}$  cents per pound. This has been partly owing to the great drought during the past summer, preventing the possibility

o getting the dirty waste washed. And I may say that generally all the stores have increased in price; and consequently has increased the working of this department.

I have to state that considerable repairs have been done to some of the locomotives' boilers, and tenders' tanks and frames, that were in former years not needed to be done; but as some of the boilers showed indications of weakness or fracture, they were put to shunting in the yard, until put into the shop for repairs. One engine is at present undergoing extensive repairs. A good many of the boilers have been tested with water pressure last year, and will now be regularly tested for the future.

The repairs and renewals for the past year have been greater, owing to nearly all the locomotives being put on the road at one time, and consequently having the renewals of tyres and boiler repairs all in one year; and as the trains are increasing in weight, and also in the number of cars, and some of the engines having been running very steady, the wear and tear has increased considerably more than in former years. I recommended the late Chief Commissioner to import four of Naylor & Vickers' cast steel tyres. They were put on to one of the engines, and have run 27,000 miles, and show very little wear. It was therefore that I recommended you to order twelve more, as they will be a great deal cheaper than Lowmoor ones in the end.

It has been necessary to put on sand boxes on those engines that were not supplied with them, as there is difficulty in getting up the grades when the rails are wet, and with heavy trains. Slipping is very injurious to the tyres and the engine generally. Some of the engines have also been supplied with blowers to assist them in getting up steam when the wood is wet.

I am happy to say that with the exception of three of the engines having their crank pins broken, that no serious accident has happened during the past year, through frost or any other cause, and that generally the engines are in good order.

In my last Report, I urged the great need of a blacksmith's shop. I am happy to say that a *good* one has been erected, which will meet the requirements of this department satisfactorily.

During the last summer, great difficulty was found (on account of the very dry season) to get a supply of water to wash out the locomotive boilers; and as the same deficiency existed along the line, it was difficult to keep the boilers from receiving injury. And having called your attention to the fact, I am glad that you had the fountain at Richmond enlarged, and also a better supply of water provided for at Polly Bog; and I presume that there will *now* be a sufficient supply, not only to meet the requirements of the locomotives, but also in cases of fire.

I would now urge the necessity of building a coal store to hold the coal that is required for the use of the stationary engine, to keep it from being exposed to the weather, and other causes of



waste or loss. I would also urge the necessity of lighting the workshops with gas, as the present system, during the short days, of lighting with candles and lamps, is not only expensive, but dangerous as regards fire; and with good gas light the men could work much better and more satisfactorily during the short days or when night work is required.

#### CAR DEPARTMENT.

##### *First Class Cars, 10 in Number.*

These cars have had general repairs. Two have been painted complete during the year; three have been rubbed down, renovated and varnished; 26 new brass bushes have been put into them, 12 new chilled wheels; and two have been trussed up by iron rods and other repairs. An increase in them in number is required.

##### *Second Class Cars, 9 in Number.*

These cars have had general repairs. Two have been painted; 8 new chilled wheels have been put under them; also 3 new bushes; and alterations have been made to meet the requirements of the road.

##### *Freight Cars, 34 in Number.*

These cars have had general repairs. Three have been painted, and they have had renewal in 29 new brass bushes, 12 new chilled wheels, and two repaired wheels.

##### *Horse and Cattle Cars, 21 in Number.*

These cars have had general repairs in wheels and bushes; 18 new chilled wheels have been put under them, 14 repaired wheels and 19 new brass bushes, and other renewals.

##### *Platform Cars, 106 in Number.*

These cars have received general repairs in wheels, bushes and other materials. The renewals in planking, for covering and other carpenter work, have been heavy. There have been 3 painted, 40 new chilled wheels have been put under them, and 78 repaired wheels; 113 new brass bushes have been put into them, and other renewals.

##### *Side Tip Cars, 12 in Number.*

Eleven of these Cars are in working order.

##### *Snow Ploughs, 3 in Number.*

These are in good order.

I beg to make a few remarks on Return No. 6, which shows the list of Rolling Stock on 30th September, 1864, and also the list of Rolling Stock on hand on the 30th September, 1865. This return shows that 21 new cars have been built during the year; 5 have been broken up; one caught fire when loaded with hay, and the box of it was burned. The iron mountings of the broken up cars were used in the construction of the cars that had to be re-built with new wood materials.

I would also state that 12 other new flat cars have been put on the road since the close of the year. It may be necessary to use these flat cars on the Pictou Extension early in the Spring, before we could get any more built. There are also 3 flat and 2 box freight cars that were imported from New Brunswick. They are good cars, and were bought on very favorable terms. They are held in suspense at present.

I would state that the flat cars, on account of their being subjected to a heavy traffic, and exposed to all weathers, are decaying very rapidly; and as the original wheels that were put under them have been repaired two or three times, they are nearly worn out, and for the most part will require new chilled wheels put in their places. A great many of the flat cars have been re-covered with planking during the past year. As the number of the cars in each train is increasing, the tear and wear increases greatly in proportion; and I may state that the repairs of the Car Department, to meet the requirements of the road, have consequently been heavy for the past year.

I would say that an increase in the number of passenger cars is very much required, as at present they have to be run over the road more on account of having so small a number of them, and little time to get them repaired at the proper time; as we cannot get much done to them, except during the winter, and the expense is greater *then* than if they were attended to at the proper time.

A good shed is much required, to keep them from being exposed to the weather, and for the purpose of having them washed and kept clean.

I have to say that the Cars generally are in a fair state of repair.

Your obedient servant,

W. JOHNSTON,

Superintendent.



COMMISSIONER'S REPORT.

63

Return No. 1.

STATEMENT OF MILEAGE AND CONSUMPTION OF STORES BY LOCOMOTIVE ENGINES FOR THE YEAR ENDING 30TH SEPTEMBER, 1865.

No. of Engines.	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	7192	27	.....	149	.....	.....	7368	180.25	72.50	282.00	120.00
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	165	.....	8	.....	.....	173	2.97	1.00	16.00	1.00
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	7419	2538	.....	628	165	2980	13730	464.25	156.50	720.00	271.00
7	90	24	.....	7241	.....	.....	7355	189.25	50.50	409.00	108.00
8	20252	.....	.....	359	.....	.....	20611	517.25	114.75	658.00	285.50
9	13095	.....	.....	619	.....	.....	13714	482.00	103.50	590.00	259.00
10	12835	.....	.....	646	.....	.....	13481	458.75	135.50	563.00	251.50
11	3560	281	86	557	.....	1358	5848	161.75	58.75	232.00	107.50
12	13519	567	.....	5619	54	100	19859	596.00	124.75	816.00	338.75
13	9348	354	.....	496	40	.....	10238	255.00	61.00	377.00	147.25
14	9423	476	.....	648	314	278	11139	386.50	98.50	542.50	201.50
15	5235	3210	.....	373	84	3325	12227	314.50	136.25	403.50	227.00
16	13019	.....	.....	566	.....	.....	13575	421.25	108.50	468.00	214.00
17	15006	.....	.....	672	.....	.....	15678	429.75	144.75	570.00	260.50
18	297	608	.....	310	.....	515	1730	57.62	22.50	79.00	50.50
19	4589	1221	.....	616	.....	1242	7668	220.25	78.50	363.50	153.00
20	2331	1187	.....	675	10	670	4873	127.67	43.00	185.00	57.50
T'tls	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1865	137210	10658	86	20172	667	10468	179261	5265.01	1510.75	7274.50	3053.50
1864	136446	10975	22	16101	.....	7637	171181	4556.97	1263.50	6778.00	2758.00

Richmond, 30th September, 1865.

W. JOHNSTON.

Return No. 2.

SHewing No. of Miles Run, Wood, Oil, Tallow, and Waste Consumed, together with the Averages of the Regular and Extra Passenger Train Engines for the Year ending 30th September, 1865.

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 Gallon Oil.	Miles run to 1 Lb. Tallow.	Miles run to 1 Lb. Waste.	Average No. of Cars in each Train.
Halifax and Truro . . . . .	77317	2077.62	593.00	2578.00	1158.50	37.21	130.38	29.99	66.73	13.70
Halifax and Windsor . . . . .	59893	2078.75	520.50	2682.00	1135.00	28.81	115.06	22.33	52.76	12.06
Totals and averages 1865 . . . . .	137210	4156.37	1113.50	5260.00	2293.50	33.01	123.22	26.08	59.82	13.29
1864 for comparison . . . . .	136446	3557.13	907.00	4847.00	2103.50	38.35	150.43	28.15	64.86	12.96

Richmond, 30th September, 1865.

W. JOHNSTON.

### Return No. 3.

SHEWING MILES RUN ON ALL SERVICES, WOOD, OIL, TALLOW, AND WASTE CONSUMED, TOGETHER WITH THE AVERAGES, FOR THE YEAR ENDING  
30TH SEPTEMBER, 1865.

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 1 lb. Waste.	Average number of Cars in each train.	
Regular and Extra Passen- ger & Freight Trains. {	Halifax and Truro..	83811	2238.59	655.75	2814.00	1252.00	37.44	127.80	29.78	66.94	13.70
	Halifax and Windsor	64057	2252.25	576.75	2968.00	1217.00	28.44	111.06	21.58	52.63	12.06
Construction Works.....	86	2.25	1.00	3.00	1.50	38.22	86.00	28.66	57.33	8.00	
Shunting.....	20172	469.42	149.00	975.00	317.50	42.96	135.38	20.68	63.53	.....	
Assisting Trains.....	667	20.00	4.75	26.00	9.00	33.35	177.86	25.65	74.11	.....	
Maintenance of Way Service....	10468	282.50	123.50	488.50	256.50	37.05	84.76	21.42	40.81	8.00	
<b>Totals and averages 1865 .....</b>	<b>179261</b>	<b>5265.01</b>	<b>1510.75</b>	<b>7274.50</b>	<b>3053.50</b>	<b>34.04</b>	<b>118.65</b>	<b>23.97</b>	<b>58.70</b>	<b>13.29</b>	
1864 for comparison.....	171181	4556.97	1263.50	6778.00	2758.00	37.56	135.48	25.25	62.06	12.96	

Richmond, 30th September, 1865.

W. JOHNSTON.

COMMISSIONER'S REPORT.

Return No. 4. STATEMENT OF MILEAGE, CONSUMPTION OF STORES, AND COST OF REPAIRS

No. of Engine.	MILES RUN.						RUNNING.								Wages of Drivers, Firemen, and Cleaners.	
	Regt. and Extra Passgr. Trains.	Extra Freight Trains.	Maintenance of Way Service.	Shunting.	Assisting Trains.	Construction Service.	Total Miles.	Wood, cords, at \$2.52 <sup>3</sup> / <sub>4</sub>	Amount.	Oil, gallons, at \$1.18 <sup>8</sup> / <sub>25</sub>	Amount.	Tallow, lbs., at 10 <sup>1</sup> / <sub>20</sub>	Amount.	Waste, lbs., at 25 <sup>3</sup> / <sub>100</sub>		Amount.
1	7192	27		149			7368	180 25	466 02	72 <sup>3</sup> / <sub>4</sub>	85 88	282	28 88	120	36 13	\$ 291 80
2																
3		165					173	2 97	7 82	1	1 18	16	1 61	1	0 28	13 50
4																
5	7419	2638	2980	628	165		13730	464 25	1174 00	1564 <sup>3</sup> / <sub>4</sub>	185 19	720	72 40	271	77 21	662 15
6	90	24		7241			7355	189 25	478 58	504 <sup>3</sup> / <sub>4</sub>	59 78	409	41 15	108	30 71	478 10
7	20252			359			20611	517 25	1308 03	114	135 76	658	66 17	285 <sup>3</sup> / <sub>4</sub>	81 36	741 00
8	13095			619			13714	482 00	1218 89	1034 <sup>3</sup> / <sub>4</sub>	122 44	590	59 24	259	73 79	690 64
9	12835			646			13481	458 75	1160 09	1354 <sup>3</sup> / <sub>4</sub>	160 33	563	56 62	251 <sup>3</sup> / <sub>4</sub>	71 65	617 73
10	3560	281	1358	557	86		5848	161 75	409 04	584 <sup>3</sup> / <sub>4</sub>	69 55	232	23 36	107 <sup>3</sup> / <sub>4</sub>	20 56	281 20
11	13519	567	100	5619	54		19859	596 00	1507 17	1244 <sup>3</sup> / <sub>4</sub>	147 70	816	82 05	338 <sup>3</sup> / <sub>4</sub>	96 58	953 33
12	9348	354		496	40		10235	255 00	644 85	61	72 21	377	37 98	147 <sup>3</sup> / <sub>4</sub>	41 89	405 58
13	9423	476	278	643	314		11139	386 50	977 30	984 <sup>3</sup> / <sub>4</sub>	118 52	542	54 56	201 <sup>3</sup> / <sub>4</sub>	57 37	527 92
14	5235	3210	3925	373	84		12227	314 50	795 32	1364 <sup>3</sup> / <sub>4</sub>	161 22	403 <sup>3</sup> / <sub>4</sub>	40 59	227	64 65	477 06
15	13019			556			13575	421 25	1065 26	1084 <sup>3</sup> / <sub>4</sub>	128 22	468	47 08	214	60 94	471 83
16	15006			672			15678	429 75	1086 76	1444 <sup>3</sup> / <sub>4</sub>	171 28	570	57 33	260 <sup>3</sup> / <sub>4</sub>	74 20	625 07
17	297	608	515	310			11730	57 62	145 73	224 <sup>3</sup> / <sub>4</sub>	26 63	79	7 98	50 <sup>3</sup> / <sub>4</sub>	14 29	95 53
18	4589	1221	1242	616			7668	220 25	556 98	764 <sup>3</sup> / <sub>4</sub>	92 83	363 <sup>3</sup> / <sub>4</sub>	36 67	153	43 53	362 55
19	2331	1187	670	675	10		4873	127 87	322 88	43	50 90	185	18 63	57 <sup>3</sup> / <sub>4</sub>	16 29	181 07
1865	137210	10658	10468	20172,667	86		179261	5265 01	13314 42	15103 <sup>3</sup> / <sub>4</sub>	1787 57	7274 <sup>3</sup> / <sub>4</sub>	731 75	30563 <sup>3</sup> / <sub>4</sub>	871 37	7865 86
1864	136446	10975	7637	16101	22		171181	4556 97	10284 31	12634 <sup>3</sup> / <sub>4</sub>	1088 89	6778	710 99	2758	570 29	7624 94

Recapitulation of average cost per mile run, of Locomotives, for the year ending 30th Sept., 1864.

RUNNING 171,181 MILES.		Cost per mile in cents.
4556 <sup>27</sup> / <sub>100</sub> cords Firewood	\$10284 31	6 <sup>01</sup> / <sub>100</sub>
1263 <sup>3</sup> / <sub>8</sub> gallons Oil	1088 89	6 <sup>3</sup> / <sub>100</sub>
6778 lbs. Tallow	710 99	4 <sup>1</sup> / <sub>100</sub>
2758 lbs. Waste	570 29	3 <sup>3</sup> / <sub>100</sub>
Wages, Drivers, Firemen, and Cleaners	7624 94	4 <sup>4</sup> / <sub>100</sub>
	\$20279 42	11 <sup>84</sup> / <sub>100</sub>
REPAIRING.		
1407 bushels Coal	\$205 05	
28 <sup>27</sup> / <sub>100</sub> cords Wood	63 73	
126 <sup>3</sup> / <sub>8</sub> gallons Oil	108 29	
172 lbs. Tallow	18 35	
508 lbs. Waste	104 22	
General Stock Materials	2597 60	
Wages Mechanics, &c., repairing Engines	5662 08	
Work not done by Railway	322 42	
Old Stock Materials	127 13	
	\$9208 87	5 <sup>33</sup> / <sub>100</sub>
<b>Total Cost of Running and Repairing</b>	<b>\$29488 29</b>	<b>17<sup>22</sup>/<sub>100</sub></b>

COMMISSIONER'S REPORT.

OF LOCOMOTIVES, FOR THE YEAR ENDING 30TH SEPTEMBER, 1865.

REPAIRING.														
CONSUMPTION OF STORES, WAGES, &c.														
Coal, bushels, at 15 <sup>00</sup> / <sub>100</sub>	Amount.	Wood, cords, at \$2.47 <sup>7</sup> / <sub>100</sub>	Amount.	Oil, gallons, at \$1.18 <sup>8</sup> / <sub>100</sub>	Amount.	Tallow, lbs., at 10 <sup>10</sup> / <sub>100</sub>	Amount.	Waste, lbs., at 29 <sup>6</sup> / <sub>100</sub>	Amount.	General Stock Materials.	Wages, Mechanics, &c.	Work not done by Railway.	Old Stock Materials.	Total Cost of Running and Repairing.
108	17 26	1 65	4 10	11 <sup>1</sup> / <sub>2</sub>	13 61	46	4 64	61 <sup>1</sup> / <sub>2</sub>	17 93	261 78	341 16	5 75	18 41	1582 60
					0 60	14	1 41	7	2 04	4 54	18 40			51 09
108	17 26			13	2 09			23 <sup>1</sup> / <sub>2</sub>	6 86	191 09	171 46		9 35	2569 06
108	17 26			10 <sup>1</sup> / <sub>2</sub>	12 21	2	0 20	84	24 50	413 66	985 96	3 00	27 98	2573 09
108	17 26	1 65	4 10	13 <sup>1</sup> / <sub>2</sub>	16 40	12	1 21	98 <sup>1</sup> / <sub>2</sub>	28 73	881 36	1319 36	66 05	25 98	4692 71
108	17 26			13 <sup>1</sup> / <sub>2</sub>	16 40	23	2 32	51 <sup>1</sup> / <sub>2</sub>	15 02	554 81	677 46	79 79	14 88	3543 04
108	17 26	1 37	3 40	5 <sup>1</sup> / <sub>2</sub>	6 28	8	0 81	10	2 91	218 01	241 62		10 69	2567 40
108	17 26	0 55	1 36	10 <sup>1</sup> / <sub>2</sub>	12 21	8	0 81	35 <sup>1</sup> / <sub>2</sub>	10 35	314 49	628 91	15 00	9 35	1823 44
108	17 26	0 55	1 36	4 <sup>1</sup> / <sub>2</sub>	5 08	14	1 41	13	3 79	187 19	147 96	61 30	9 35	3221 48
108	17 26			3 <sup>1</sup> / <sub>2</sub>	4 19	4	0 40	46 <sup>1</sup> / <sub>2</sub>	13 56	193 84	214 27	14 00	14 39	1674 37
119	18 94	1 92	4 77	40 <sup>1</sup> / <sub>2</sub>	48 05	42	4 24	106 <sup>1</sup> / <sub>2</sub>	30 99	841 23	1315 69	317 03	101 75	4416 42
108	17 26			5 <sup>1</sup> / <sub>2</sub>	6 58	20	2 02	38	11 08	189 78	289 45		9 35	2054 39
108	17 26			6	7 18	6	0 61	32 <sup>1</sup> / <sub>2</sub>	9 47	201 30	502 82		10 30	2522 27
108	17 26			2 <sup>1</sup> / <sub>2</sub>	2 99	12	1 21	32	9 33	177 14	137 80	1 75	9 35	2381 47
108	17 26	4 40	10 91	6	7 18	4	0 40	40	11 68	160 00	275 94		9 85	782 88
108	17 26			6 <sup>1</sup> / <sub>2</sub>	8 06	8	0 81	45 <sup>1</sup> / <sub>2</sub>	13 28	177 26	328 86		19 67	1647 66
108	17 27	3 85	9 51	3 <sup>1</sup> / <sub>2</sub>	4 19	12	1 22	35 <sup>1</sup> / <sub>2</sub>	10 39	147 28	125 77		14 61	919 98
1739	277 85	15 94	39 51	144 <sup>1</sup> / <sub>3</sub>	173 30	235	23 72	760 <sup>1</sup> / <sub>2</sub>	221 88	5114 82	7722 92	563 67	314 71	\$39023 35
1407	205 05	28 27	63 73	126 <sup>1</sup> / <sub>3</sub>	108 29	172	18 35	508	104 22	2597 60	5662 08	322 42	127 13	\$23488 29

Recapitulation of average cost per mile run, of Locomotives, for the year ending 30th Sept., 1865.

RUNNING 179,261 MILES.		Cost per mile in cents.
5265 <sup>01</sup> / <sub>100</sub> cords Firewood	\$13314 42	7 <sup>43</sup> / <sub>100</sub>
1510 <sup>3</sup> / <sub>4</sub> gallons Oil	1787 57	1 <sup>00</sup> / <sub>100</sub>
7274 <sup>1</sup> / <sub>2</sub> lbs. Tallow	731 75	4 <sup>1</sup> / <sub>100</sub>
3053 <sup>1</sup> / <sub>2</sub> lbs. Waste	871 37	4 <sup>8</sup> / <sub>100</sub>
Wages, Drivers, Firemen, and Cleaners	7865 86	4 <sup>38</sup> / <sub>100</sub>
	\$24570 97	13 <sup>70</sup> / <sub>100</sub>
REPAIRING.		
1739 bushels Coal	277 85	
15 <sup>94</sup> / <sub>100</sub> cords Firewood	39 51	
144 <sup>1</sup> / <sub>3</sub> gallons Oil	173 30	
235 lbs. Tallow	23 72	
760 <sup>1</sup> / <sub>2</sub> 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 <sup>08</sup> / <sub>100</sub>
	\$39023 35	21 <sup>78</sup> / <sub>100</sub>

LOCOMOTIVE DEPARTMENT, N. S. RAILWAY, }  
30th September, 1865. }

WM. JOHNSTON.



## Return No. 5.

SHewing THE COST OF REPAIRING NO. 1 AND 2 ENGINES, DAMAGED ON CONSTRUCTION SERVICE IN THE YEARS 1858 AND 1859.

No. of Engines.	Wages of Mechanics, &c.	OIL.		WASTE.		General Stock Materials.	Work not done by Railway.	Total.
		Gallons, at \$	Amount.	Lbs., at	Amount.			
1	\$182 33	.....	.....	.....	.....	.....	.....	\$182 33
2	287 78	4½	\$6 62	22½	\$6 07	\$65 69	\$4 75	370 91
Total . . . .	\$470 11	4½	\$6 62	22	\$6 07	\$65 69	\$4 75	\$553 24

Richmond, 30th September, 1865.

W. JOHNSTON.

## Return No. 6.

SHEWING THE NUMBER OF THE VARIOUS CLASSES OF ENGINES AND CARS COMPRISING THE ROLLING STOCK ON THE 30TH SEPTEMBER, 1865.

PARTICULARS.	Locomotive Engines.			Passenger and Freight Cars, &c.									
	P'senger.	Ballast.	Totals.	1st Class P'sengers.	2nd Class P'sengers.	Cattle ars.	Box Fight Cars.	Sheep Cars.	Platform Cars.	Side-tip Cars.	Scotch Cars.	Suov Ploughs.	Total.
Stock per last year's Report.....	16	4	20	10	8	21	28	1	98	12	1	3	182
Built and charged to Capital Account .....					1	2	6						21
Converted from Cattle to Freight Cars.....													
Converted from Box to Platform Cars .....									12				
Built and charged to Revenue.....													
Total .....	16	4	20	10	9	23	34	1	110	12	1	3	203
Less broken up, or converted and burnt .....						2			4				6
*List of Rolling Stock on 30th Sept., '65.....	16	4	20	10	9	21	34	1	106	12	1	3	199
Increase .....					1		6		8				15
Decrease.....													
Nett Increase.....					1		6		8				15

\* Besides the above, there was imported from New Brunswick 2 Box and 3 Platform Cars, which are held in suspense at present, as they may be used on the Pictou Extension Line or for the present Revenue Service.

Richmond, 30th September, 1865.

W. JOHNSTON.

COMMISSIONER'S REPORT.

(D.)

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MAINTENANCE WAY DEPARTMENT,  
RICHMOND, 22nd Nov., 1865.

AVARD LONGLEY, ESQ.,

Chief Commissioner of Railways:

*Sir*,—I beg leave to submit the following Report upon the state and condition of the Nova Scotia Railway, ending 30th September:—

The general absence of snow during last winter allowed the frost to penetrate so deeply into the slopes of cuttings that the rains in the early spring caused the surface of the slopes to run or slurry down to a larger extent than usual. During occasional soft weather, and in the spring, the thawed part lodges on a bed of frozen earth; it will then easily slip or slide down the sloping face of the cutting, either of its own weight or by the assisting action of the rain, thus filling the ditches or drains, and giving much extra trouble to the upholders.

The ditches in these and other cuttings have all been thoroughly cleaned out, and the material so obtained has been used for widening embankments,—for wherever the embankments are not grassed over, the earth of which they are formed, acted on by frost and thaw, (as in the cuttings,) always slips down, more or less, towards the bottom of the slope.

On the 14th October, a high easterly wind caused the surf of the Basin to cut the embankment at Pier's Cove, at several places, till nearly perpendicular with inner rail. The damage was immediately attended to, and the embankment widened and strengthened with rocks collected for the purpose at Richmond.

The upper Sackville River Bridge has also been secured, by depositing a quantity of rocks on the embankment.

On the embankments at Rocky Lake, Barney's Brook Bridge, near Mr. Parker's, (Main Line,) and several places on Windsor Branch, ballast has been spread and the road bed raised wherever any sinkage had taken place.

The western abutment of the Stewiacke Bridge has settled eleven inches since last repaired, being, on an average, from five to six inches yearly. The portion over the western span thus gradually sinking, causes an undue and severe strain upon the girders; but as Mr. Fleming has examined this bridge, I consider it unnecessary to make any further remarks in reference to it.

The wing wall of Hall's Bridge, near Enfield, having fallen down, has been rebuilt.

A severe freshet in the spring of the year carried away a large portion of the pitching in the bottom of the arched culvert near Truro, and otherwise injured the wing walls. This damage has been repaired, and all the masonry repointed.

The masonry and the pitching in the bottom of the culvert under embankment, Little Meadow Brook, (Windsor Branch,) has also been repaired, and the masonry of the Bridge near Beaver Bank repointed.

Four new cattle guards have been put in at Rocky Lake; also four cattle guards and three open culverts have been taken down and rebuilt on Windsor Branch.

New cattle guards are required at Mr. Andrew's and Polly Bog level crossings, as the present iron castings used are perfectly useless.

Several of the wailings under the longitudinal beams of the Blackburn pile-bridge having broken, they have been repaired, and diagonal struts and new wailings have been put in and securely fastened to the piles with inch bolts. In making these repairs, it was observed that several of the hemlock piles are becoming rotten, and will require to be carefully attended to.

I have also tested the pile-bridge on the Windsor Branch, near Mount Uniacke, and found the deflection too great. The piles have also sunk at two places. I have raised the road-bed to its proper height, and trussed five of the spans. The piles and wailings are perfectly sound, but the longitudinal beams are fast decaying, and in a very unsatisfactory state. Before making any large expenditure on said bridge, (which was but a temporary one in the first instance,) it is a question whether it would be most advisable to truss the remaining spans, or to fill them in with materials taken from the cuttings. The quantity of excavation which will be necessary for this purpose will amount to 14,000 cubic yards, to which add for shrinkage and soft bottom 8000, will make the total about 22,000 yards.

The girders of Sackville and Stewiacke Bridges will require a fresh coat of paint, as they show signs of rust.

The planking and longitudinal timbers of the Rawdon River, Grand Lake, and Hall's Bridges, (Main Line,) and the Lakeland Bridge, (Windsor Branch,) have been renewed.

Two small Bridges near Elmsdale, also Barney's Brook and St. Croix Bridges, the planking is entirely decayed, and requires renewal.

There has been a length of 43 miles of fence taken down and rebuilt, and five miles of new fence put up at Grand Lake (Main Line); also, 24½ miles rebuilt and 5½ miles new fence put up between St. Croix and Stillwater,—making in all 77¾ miles and 31,213 new fence-posts have been substituted for decayed ones.

The Permanent Way has been maintained during the present

year in excellent running order. Owing to the quick curves at Birch Cove, the rails are fast wearing out; and I would recommend that this portion of the road, from 4th to 6th mile posts, should be relaid with new rails next Summer. About one-half of the old rails taken out, if carefully selected, will be found of great service for repairing other portions of the road, and the other half, although they may be considered useless for the Main Line, will, nevertheless, be found very serviceable for sidings on the Pictou Branch, by straightening them and cutting off the damaged ends.

The old rails have been taken out at Pier's Cove, and new rails laid over the embankment.

Twenty-eight thousand five hundred and eight new sleepers have been used on the Main Line, to replace decayed ones, and eight thousand seven hundred and fifty-nine on the Windsor Branch,—making a total of thirty-seven thousand two hundred and sixty-seven. This includes also the sleepers used in relaying and extending Sidings. The number of sleepers required for 1866 will be about thirty thousand.

Five thousand two hundred and ninety-one joint chairs, and six thousand four hundred and fifty-eight single chairs have been used in repairing Permanent Way. The increased quantity of joint chairs used is partly owing to the single chairs previously in use in lieu of joint chairs, having been taken off when replacing sleepers.

The siding at Mr. Malcolm's Brick Works has been lengthened 374 feet, and connected with the main road at both ends, so as to give greater facilities to the working of trains. A new siding, 270 feet in length, has been laid down at Limestone Quarry, near Wickwire's, for the accommodation of Mr. Foster. The sidings at Truro Road and Mr. Smith's Brick Yard have been taken up; the materials are required for new siding to be put in at Wickwire's Station. Mr. Lang's siding has been altered and lengthened 120 feet, for loading brick. A new siding has also been constructed at Mr. Ellershausen's, 402 feet in length, for new Saw Mill lately erected there.

Three new platforms have been erected during the past year, viz.: One at Windsor Junction, 50 feet in length, for loading and unloading freight to and from the German Gold Diggings; one also at Oakfield, near Grand Lake, 100 feet in length, for Col. Laurie; and one at Ellershausen's Station, 100 feet in length, for landing and taking up passengers, freight, &c.

The loading bank at Beaver Bank has also been lengthened 57 feet.

The platforms at Richmond, Windsor Junction, Shubenacadie Stewiacke, Truro, and Windsor, have been extensively repaired, and the platform and loading bank at Fletcher's taken down and renewed.

The new wood-shed and tank-house at Windsor Junction are finished. The reservoirs for a more abundant supply of water at Richmond and Polly Bog are being excavated and enlarged, so that

they may hold an additional quantity of water, to meet the requirements of the running of the trains.

The covered drain carrying the stream issuing from Lily Lake passes at present under the track for a distance of 1950 feet, and is five feet wide, and from three to three and a half feet deep. The walls are built of dry, rubble masonry, and the drain is covered over with 3-inch hemlock plank. The planking has decayed and broken down in many places, and the whole covering is in a dilapidated condition. Stone flags can be procured at Beaver Bank Quarries, of sufficient length to cover the drain with, at 60 cents per foot; but I would recommend the water to be carried under the track to the opposite side of the Railway, by means of an open or covered culvert; then to run down an open ditch on the north side to near lower end of embankment, and then crossed again by drain or culvert to the south side, into the old bed of the stream. At this spot, a drain or culvert must sooner or later be opened, as the water is accumulating very fast in a pond on the north side, formed by the embankment of the Railway acting as a dam. The excavations for proposed water-course will be sufficient for refilling drain under track.

A new slip has been constructed for landing passengers and freight at Windsor wharf, and new guards fastened to wharf for steamboat protection.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM MARSHALL,

Road Inspector.