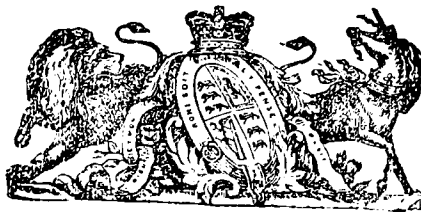


REPORT
OF THE
Chief Commissioner of Railways,
OF THE
PROVINCE OF NOVA SCOTIA,
FOR THE YEAR
1863.



HALIFAX, N. S.
ALPIN GRANT,
PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.
1864.

OFFICERS

OF THE

NOVA SCOTIA RAILWAY.

Commissioner.
JAMES McDONALD, Esq.

THOMAS FOOT Accountant.

WILLIAM MARSHALL..... Road Inspector.

ARN. FEETHAM }
WM. MEIKLE. } Road Masters.

GEORGE TAYLOR Traffic Superintendent

JOHN ADAMS..... Assistant.

JAMES ALEXANDER Freight Master, Richmond.

JEFFERY FOOT..... Assistant.

*ARTHUR BUSBY Ticket Master, do.

E. MORAN..... Station Master, Bedford.

* H. MCINTOSH..... Do. Windsor Junction

JAMES H. HODSON Do. Rocky Lake.

D. HALLISEY..... Do. Beaver Bank.

*R. MCLEARN..... Do. Uniacke.

W. L. SWEET Do. Newport.

* CHARLES E. HARDING Do. Windsor.

G. DIMOCK Do. Grand Lake.

* A. McDONALD Do. Elmsdale.

J. McDONALD Do. Shubenacadie

* W. HOLDSWORTH Do. Stewiacke.

G. McIlheny Do. Brookfield.

* H. MCCALLUM Do. Truro.

WILLIAM JOHNSTON, Superintendent Locomotive and Car Department.

WALTER U. JONES, Clerk.

* An asterisk denotes an operator and a telegraph station. At Truro and Windsor the operators are not of the railway department.

REPORT.

NOVA SCOTIA RAILWAY,
COMMISSIONER'S OFFICE, HALIFAX, JANUARY, 1864.

THE HONBLE. THE PROVINCIAL SECRETARY.

Sir,—I have the honor to submit for the information of His Excellency the Administrator of the Government, and the Legislature, the following report of the operations of the Nova Scotia Railway, for the year ending 31st December, 1863.

I entered upon the duties of Railway Commissioner, on the 20th day of June last. I then learned that with a view of obtaining reliable information as to the condition of the road and buildings, the Government had appointed Henry F. Perley, Esq., C. E., to make an inspection of the Railway and “to ascertain and report the exact condition of the road, rolling stock, machinery, and everything connected with the working of the road, and to state if any repairs are immediately demanded, their nature and extent.”

Mr. Perley's report has since been made public, and relieves me from the necessity of referring to the then condition of the permanent way and buildings, otherwise than to remark that the necessity for immediate and extensive repairs was so evident as to make it my duty to give that subject my earnest attention, without waiting for Mr. Perley's final report.

When I assumed office, the permanent way and fencing was maintained under a system established by my predecessor, the Hon. J. McCully, in 1860. Previous to that period the permanent way was upheld by days labour under the supervision of roadmasters, immediately responsible to the head of the department. Impressed with the belief (as he says in his report of 1860) that if the road were put up to tender and contract for upholdence, the work might be more cheaply and efficiently performed, Mr. McCully let out the road in sections by tender and contract, for upholdence; and I found this system in operation when I took charge. The specifications and contracts (copy of which I annex) were of the most stringent character, and appear to embrace all the conditions and stipulations necessary to ensure an efficient upholdence of the road: some of these contracts expired on the 1st July, only a few days after I assumed office, while others did not expire till the 1st of August. It was therefore necessary to determine immediately

whether I would continue the upholdence of the road under the system then in force, and which, in my opinion, had failed to meet the anticipations of Mr. McCully, or revert to a system of upholdence similar to that existing previous to 1860, as calculated to maintain the road more efficiently, and at the same time as economically, as the contract system. It was desirable, however, that any new arrangement should go into operation simultaneously along the whole line, and with that object in view, I offered the contractors whose agreements would expire on the 1st July, to extend their contracts on the same terms as before, for the period of one month. This they all declined, with the exception of Mr. Samuel Creed the contractor on No. 4, Main Line. The refusal of the others threw upon the department the upholdence of sections Nos. 1 and 2, Main Line, and Nos. 1, 2, 3 and 4 Windsor Branch. These sections were then placed directly under the charge of the Road Masters, and upheld by days labour until the present system was established on the whole line, on the 1st August, when the other contracts terminated. It was apparent to the most inexperienced observer that, whatever the cause, the work undertaken by these contractors had not been performed. The contracts and specifications as I before remarked, are very precise and stringent in their terms and obligations, and a strict or even a reasonable compliance with these terms would, I think, have sustained the road in condition far superior to what it was found to be on the 1st July last. That, however, it has been found impossible to secure: contractors in their efforts to underbid each other, had taken the work for less than would pay the necessary labour, and they were driven to the necessity of slighting their work, or doing nothing more than was barely sufficient to keep the trains on the track. I had soon satisfied my own mind that it was impossible to uphold the road with advantage to the public service, or in the spirit of a true economy, under the contract system. In this opinion I was fully sustained by the Road Inspector and the Road Masters on the line.

The following is the report of the Road Inspector, Mr. Marshall, in which he condemns in the plainest terms, the contract system of upholdence:—

Yours with reference to Permanent Way received. In answer I beg leave to state that the present system of upholding the road by contract is very unsatisfactory, and contractors are unwilling to clean out cuttings and ballast the road to the extent necessary to be done; on this account I have always considered that Contractors had not sufficient money to uphold the road effectively as required, and that the Department would require to incur additional expenses in cleaning out cuttings and ballasting, either in contributing to contractors, or otherwise, before the road was finished in terms of the specification.

Two years ago, when tenders were received, I then recommended the Chairman not to accept the lowest tenders, as I was convinced in my own mind that contractors were tendering for work specified to be done, which they never intended to perform.

Before the road could properly be put under contract again, several of the large cuttings would require to be cleaned out and a large quantity of ballast put on. This might be put under contract and paid for by the cubic yard, which I consider to be the most just way both for the Department and Contractors.

I am of opinion, if a well organized system of days labor was adopted, that the road would be better upheld, and would effect a considerable saving both in materials and rolling stock, I would therefore recommend that all work, including straightening and adjusting road and putting in new sleepers &c., be upheld by days labor under the control of the Department.

Your obedient servant,

W. MARSHALL.

JAMES McDONALD, Esq.,
Chairman N. S. Railway.

It was evident, as Mr. Marshall says, that if that system were continued, a very large sum would have to be expended by the department in restoring and ballasting the road, putting in new sleepers, and erecting new fences, before the sections could be again offered to tender. When I come hereafter to a review of the large amount of work of this character, performed by the department, which under an efficient system of annual repairs and upholdence would not have been necessary, the entire correctness of the Road Inspector's observations will be conclusively established. Drains and ditches have been opened and cleaned out since the termination of these contracts, that had been neglected for years. A very large number of sleepers,—a number altogether disproportioned to the average yearly requirements of the road,—have been put in, to replace old ones so decayed as to render their retention in the road dangerous to life and property.

When the road would thus be restored to good working condition and a fair state of repair at the expense of the department, and requiring but ordinary care and labour to keep it in a condition to run the trains with safety, I doubt not parties would again be found to take the contracts for less than would pay them to perform their work thoroughly; and the consequence would be that in two or three years it would again be necessary for the department to make large expenditures to bring the road up to a safe and serviceable standard. Strongly impressed with these views, and fortified by the opinions of the road inspector and road masters, men of long practical experience on our roads, I determined to abandon a system of upholdence which has manifestly failed in accomplishing the object of its adoption: "an efficient and economical upholdence

of the road." I accordingly on the 1st of August substituted for it upholdence in sections by day's labour, under the direct control of the road masters and superintendence of the road inspector. Of the superiority of this mode of upholdence over that for which it is substituted, I have no doubt whatever, and although it is as yet impossible to institute any reliable comparison as to the expense, I am very sanguine that a year's experience will prove that while the road shall be more faithfully and efficiently cared for, the cost will not be greater than heretofore.

Annexed to this report is the report of the accountant (Appendix "A") with detailed accounts shewing the earnings of the road for the year and receipts from all sources, and statement of expenses; also the report of the superintendent of traffic (Appendix B) with the tables annexed thereto exhibiting the various sources of traffic whence the revenue of the year has been derived; also the report of the Superintendent of the Locomotive and Car Department (Appendix C. and D.) with tables and returns annexed thereto; and the report of the Road Inspector (Appendix E.), as to the operations on the Permanent Way during the past year.

The Accountant's report shows the earnings of the road for the year ending 31st Decr., 1863, to be - - \$144,651.34

Receipts from other sources - - - 5,023.08

Total receipts from all sources - - \$149,674.42

The following is a comparative statement of the earnings of the road for the five years, ending 31st Decr., 1863, viz.:

1859.	1860.	1861.	1862.	1863.
\$102,877.57	112,470.92	116,023.18	132,699.33	144,651.34

shewing that the earnings of 1863 exceed those of the year

1859 by \$41,773.77

1860 " 32,180.42

1861 " 28,623.16

1862 " 11,952.01

This increase for the year 1863 is not confined to any one class or department of the traffic, but extends to all the branches of the Railway operations for the past year.

In 1862, the receipts from the several sources of income were as follows:

Passengers	-	-	\$63,489.84
Horses and Waggons			13,716.93
Freight	.	.	55,493.26

Total . . \$132,699.33

The same services, during the past year, gave the following :

Passengers . . .	\$66,850.70
Horses and Waggons . . .	14,684.57
Freight . . . , .	63,116.07

Total . . \$144,651.34

shewing an increase on these several services as follows :

Passengers . . .	\$3,360.86
Horses and Waggons . . .	968.34
Freight	7,622.81

Total increase . . \$11,952.01

The number of passengers carried in the year 1863, in excess of the previous year (exclusive of volunteers, militiamen, &c., carried free—see *Traffic Superintendent's return*) is 5,040 ; and the total number of paying passengers carried for the year was 99,161, which with 9,784, carried free, and 1,192 holders of season tickets, makes the total number of passengers carried on the road for the year, 110,137, as against 104,524 for the previous year.

The following abstract will exhibit at a glance the passenger travel on the road, for the last four years :

	1860.	1861.	1862.	1863.
	88,024	80,717	94,121	99,161
Free . .	7,502	8,040	9,228	9,784
Season Tickets			1,175	1,192
Total . .	95,526	88,757	104,524	110,137
Passr. Recpts. \$61,785.38	\$56,884.56	\$63,489.84	\$66,850.70	

This comparative abstract gives the increase in passenger receipts for the year 1863 over 1860 \$5,065.32

1861 9,966.14

1862 3,360.86

The increase of the number in passengers is principally on the Main Line. The returns attached to Mr. Taylor's report shows :

1852.		1863.	Increase.	
Main Line - - -	54,310	M. Line - - -	58,917	4,607
W. Branch - - -	39,811	W. Branch	40,244	433
	<hr/>		<hr/>	<hr/>
	94,121		99,161	5,040

The arrangements made to accommodate the travelling public, by means of through tickets, per steamers, across the Bay of Funday

appear to have given satisfaction, as the number of passengers by that route for the year 1863 was 3,582, as against 2,342 for 1862, or an increase of 1240 for the year.

The information afforded by the well arranged tables and returns annexed to the report of the traffic superintendent, is equally satisfactory, and shows a steady and rapid improvement in the permanent trade and business of the road.

The following statement, condensed from the returns, will be readily understood :

Comparative statement of freight receipts for four years, ending 31st :

	1860.	1861.	1862.	1863.
Freight receipts	\$38,769.89	\$47,212.95	\$55,493.26	\$63,116.07

showing an increase for the year 1863 over

1860 of \$24,346.18

1861 of \$15,903.12

1862 of \$7,622.81

The total weight of Goods of every description carried on the Railway for the year 1863 is 56,471 tons, against 42,135 tons for the year 1862, giving an increase in amount of goods carried of 14,336 tons.

For information as to the nature and description of freight moved, and the several stations from which particular descriptions have been carried, with quantities moved from each, I beg to refer to tables annexed to report of superintendent of traffic, marked "K. 2," which will be found to contain full details of the quantity and description of freight moved from every station on the line.

The steady and regular increase in the business of our Railways, which these figures demonstrate, is very satisfactory, and encourages the hope that the time is not far distant when the country shall be reimbursed for a portion of the heavy outlays they have entailed. That the business thus annually accumulating on the road is not of a fitful and uncertain character, but one gradually and quietly expanding and increasing, as our population multiplies and our resources are developed, is abundantly manifested by a review of its past operations. That the business, and consequently the receipts of the road, will continue to increase, even more rapidly than heretofore, there cannot, I think, be any doubt.

The great resources of our country are being developed with an energy and rapidity heretofore unprecedented. Foreign capital and enterprize are daily seeking investment and employment in our gold fields and coal districts ; with this capital and enterprize must come population and a largely extended sphere of industry and trade, all

of which will of necessity add to and largely increase the operations on our Railways.

While I am glad to be in a position to report so favourably of the regularly increasing earnings of the road, I regret that I cannot at the same time announce a corresponding increase in the nett profits for the past year. The Revenue Account shows the total earnings of the road from all sources, to be \$149,674.42

Expenses for the year 122,930.46

\$26,743.96

From which is to be deducted amount }
 charged to supplementary acct . . } 5,032.12

Leaving nett revenue of the year . . \$21,711.84

It will thus be seen that while the income of the road for the year, from all sources, exceeds that of last year by \$10,567.71, the expenses are increased by the sum of \$21,005.23; add 5,032.12 = \$26,037.35, shews the nett profits of the year less by \$15,469.64 than for the year 1862.

Mr. Foot, in his report, explains that the sum of \$5,032.12 above added to expenses and deducted from revenue, is not, in reality, fairly chargeable to the revenue of the year. It is proper I should make the matter fully understood. In June last I directed stock to be taken of the wood on hand on the 30th June, being the end of the half year; this was done, and the result shewed a difference between the quantity on hand and the quantity given by the books in this office of 2025½ cords. Stock had not before been taken since 31st Dec., 1861. The amount of wood consumed from that date to 30th June, 1863, according to the books, was 6360 cords, leaving, per books in this office, a balance on hand of 2795 cords. Mr. Marshall's stock return, however, gave only 769½ cords on hand, being a deficiency as compared with the books of 2025½ cords as above. I find on referring to the books under date 31st Dec., 1861, that when stock was taken at that time a deficiency of a similar nature appeared to the amount of \$3105.90. This did not appear in the account of revenue expenditure for the year, because it was not charged to current revenue account, as the deficiency this year is, but to a fund then open in the books called *old revenue account*, being the balance of nett revenue not paid in to the Receiver General, on the change in the financial system of the department made by Mr. McCully in 1860. Not having such a fund, to charge with the difference of stock, in June, I was of course obliged to charge it to current revenue, and thus by that sum reduce the balance of nett revenue for the year. There would still, however, be an excess in the expenditure of the year over 1862 of \$21,005.23; a large

sum undoubtedly, but not larger, nor indeed so large, as I anticipated would be required when I entered upon the discharge of the duties of my present office.

I have endeavoured so to frame the accounts annexed to the Accountant's Report, as to give the fullest and clearest information as to the several items of expenditure which have thus swelled the total expenses of the year. Abstract quarterly statements will be found of the expenditure in the several departments of the Railway service, with the particular items on which the expenditure has been made; and also a comparative abstract shewing where the increase or decrease has taken place, as compared with the same services last year.

Before proceeding to analyze and comment upon these abstracts, I may remark, that where there is so large an increase of work there must of course be a fair proportionate increase in the expenses. For instance: the returns of the Locomotive Superintendent show that the total mileage run for 1863, was 167,901 while for 1862 it was . . . 158,416

Increase in 1863 of 9,485 miles.

This 9,485 miles extra running would, of course, cause an increased consumption of fuel, oil and other stores, and additional wear and tear of rolling stock; and the increased weight of goods carried in 1863, of 14,000 tons, would have a similar effect on the traffic account. And the returns in reality show that while the total running cost per mile run in 1862, was 11.80 cts., in 1863 it was only 11.70 cts., or less than in 1862, notwithstanding the aggregate increase in the expense of that department. The same result is exhibited by Mr. Taylor's returns, which shews the cost of transport per ton, per mile, to be exactly the same as last year, viz.: 5.81 cts. per ton, per mile.

I will now turn for a moment to the abstract accounts of expenses for the year, which you will find in full attached to Mr. Foot's report.—Appendix A., pages 7 to 14. The comparative expenses for the four years as above are as follows:

1860.	1861.	1862.	1863.
\$96,472.26	\$94,114.88	\$101,925.23	\$122,930.46

I contend, however, that before a fair comparison can be instituted between the actual expenses of 1863 and the three previous years, the sum of \$36,793.25 must be added to those three years. When the road was finished, and the revenue account opened, all materials used for repairs of cars, engines, permanent way, &c., should, in order to give a fair estimate of the actual profits of the road, be charged to revenue account. It is well known that large quantities

of extra material for engines and cars, rails, &c., were imported. These were stored to replace materials injured or destroyed in the ordinary wear and tear of rolling stock. All this was originally charged to construction, and has always been used in large quantities for repair of cars, engines, &c., but has never been, as it should be, charged to revenue, and credited to construction account, as used; and I find that in the three years 1860-1-2, the above sum of \$36,793.25 has been so used, but has never been charged against the cost of the road. If, then, we deduct this sum from the aggregate earnings of the road for the three years terminating 31st Decr., 1862, the comparison would be more favourable to the present year. The amount of old construction material, as it is called, used on revenue account, is as follows:

During the years 1860-1-2	\$36,793.25
“ year 1863	1,135.94

Total in four years \$37,929.19

From 1st January 1860 to 30th June 1863, the construction material used on revenue account was \$37,417.02, and is classified as follows:—

General Stores	\$3,560.85
Chairs, Rails, &c.	15,363.48
Wheels, &c.	18,492.69

Total as above \$37,417.02

The abstracts, Appendix A, before referred to shew the increase in the expenditure in the several departments, as follows:

Maintenance of Way and Buildings	\$10,549.64
Merchandise and Passenger Cars	4,921.72
Locomotive Power	4,829.42
General Charges	704.45

Total increase \$21,005.23

One half of the whole increase therefore is on

THE PERMANENT WAY.

In appendix A abstract 3, will be found a quarterly statement of the expenditure under this head, including the particular service on which the outlay was incurred. And in appendix A. 5, a comparative statement shewing the increase or decrease in the expenditure for the same service as compared with the year 1862. This abstract shews that the amount expended for labour in upholding permanent way in 1862 (including fencing) was as follows:

Paid Contractors	\$18,955.49
By Department,	6,255.50
	<hr/>
Total	\$25,210.99
In 1863, for the same services, exclusive of } fencing since contracts were closed . . . }	31,022.85
	<hr/>
Increase in 1863 . . .	\$5,811.86
 Paid for chairs, spikes, and sleepers, in 1862, .	\$ 8,330.94
Do. do. 1863, .	10,404.78
	<hr/>
Increase in 1863 . . .	\$ 2,073.84

These are the two principal items of increase in the Permanent Way Account. Included in the first of these items is the amount charged by the Traffic Superintendent against the department for Engines and ballast cars employed in cleaning out drains and cuttings, ballasting, and transporting sleepers. The amount for this service in 1862 was \$3,678.87 against \$6,115.37 for 1863, being an increase in 1863 of \$2,436.50, this sum deducted from \$5,811.86, as above, will leave \$3,375.36, as the excess of expenditure for labour paid for in the year 1863.

The Road Inspector's Report, Appendix E, shows that for this expenditure 45,479 new sleepers were put in during the year 1863, against 17,864 in 1862, being an excess in 1863 of 27,615. Of the sleepers put in during the year, 8,567 were put in between the 1st January and 1st July, and the remainder, or 36,912, between 1st July and 31st December. This, with the large amount of work performed in ballasting, clearing out cuttings and drains, and raising and otherwise restoring the road, satisfactorily explains the increase of expenditure in the items referred to; and proves that the labour expended and paid for was judiciously and profitably employed. The report of Mr. Marshall also shows that 7304 cubic yards of ballast was spread during the summer. I have no means of comparing this with the same service last year, as there are no data available by which to make a comparison. The increase in the charge for repairs and renewal of tools arises principally if not altogether from the change in the system of upholding. When the road was let by contract in 1860, the tools then owned by the department were sold by Mr. McCully to the contractors, and as repair tools were required on the change of the system this summer, I agreed to take the tools owned by the contractors at a price fixed by the Road Inspector. The sums paid for these were charged to repairs of tools, and renewals, and of course materially increased the outlay under that head.

The fencing is also a material item, and it will be seen from Mr. Marshall's report that considerable outlay is still required for that service. Several culverts and bridges have been repaired and strengthened, but the most important was that of the Stewiacke Bridge. Mr. Perley when he inspected that important structure, called my attention to the fact that in consequence of the displacement of one of the piers, the girders were severely tried, and that immediate attention should be given to it. The Road Inspector was directed to make the necessary repairs, and he executed the duty as detailed in his report.

MERCHANDIZE AND PASSENGER CARS.

The total increase in this department is as per Appendix A, No. 4, \$4,921.72; of this the largest item is for materials for repairs for cars, amounting to \$2,758; the balance of increase is principally in the wages of the several employees, engaged in managing the traffic of the road. This increase arises partly from the additional number necessarily employed in consequence of the increased traffic, and partly from the increased rate of wages allowed to several of the employees in this department, at the beginning of the year. In consequence of the opening of a telegraph office at the Windsor Junction, it was necessary that the station master in charge of that station should reside there; this made a change in the former arrangement necessary, and added somewhat to the amount of the station master's pay roll. Formerly the one person attended the three stations of Rocky Lake, Windsor Junction, and Beaver Bank, passing, with the train, from one place to the other. The increasing trade at these places, particularly at Rocky Lake, rendered this practice inconvenient, and I am satisfied that the increased attention now given by the station masters at these stations, more than compensates for any additional expenditure incurred.

Besides other general repairs three of the first class passenger cars have been painted during the year, and there are now in course of construction four freight cars and two second class passenger cars, the latter on a plan which I think a great improvement on the present second class cars. The large number of 180 new wheels has been put under the cars during the year, against 90 for the previous year.

LOCOMOTIVE DEPARTMENT.

On the abstract of the expenditure under this head, I have little to say. It will be observed that the increase is nearly altogether in the wages and material for repairing the engines. Although the season has been a very favorable one and no serious damage has

been sustained by any of the engines, still the large staff which I found employed in this department has been constantly engaged in keeping the rolling stock up to the requirements of the traffic. The only special repairs reported by Mr. Johnston are those made upon engines Nos. 8 and 9, to the amount of \$3,455.98; and Nos. 6 and 14, in consequence of the collision on the Windsor Road, to the amount of \$201.93. The amount for repairs to the workshops and engine houses was materially increased by the repairs required to be made on the roof of the round engine house at Richmond. Mr. Perley first called attention to the fact that the roof was giving way, and directed that any future subsidence be carefully watched. A very short time afterwards the Locomotive Superintendent reported that the roof of the building was settling and giving way so rapidly that he did not consider it safe. I immediately caused the roof to be braced and strengthened, and no signs of further failure have since appeared.

TELEGRAPH.

The agreement referred to by Mr. McCully in his annual report for 1862, with the American Telegraph Company, was, subsequent to that report, duly executed by the Telegraph Company, and by Mr. McCully, on behalf of the Government of Nova Scotia; and during the summer the department transported free over the line, by virtue of this agreement, the material for the construction of an entirely new line of telegraph between Richmond and Truro. A telegraph station has been established at Windsor Junction, in addition to those before in operation along the line, and I contemplate putting an instrument into the stations of Shubenacadie and Brookfield, as soon as I can complete the necessary arrangements. The telegraph has now become an essential requisite to the safe and regular working and management of any railway; and I need only add that the superintendent of the company at Halifax has always manifested every desire to make its advantages fully available to the department, and has given every assistance in rendering the arrangements along the line as complete as possible.

Mr. Taylor, the Traffic Superintendent, has referred to the collision at the ballast pit near Windsor, on the 29th September. Negligence on the part of those in charge of the ballast train was undoubtedly the cause of the accident. The loss was about \$350; but it is matter of congratulation that no personal injury was received by either passenger or employee on the trains. There were two fatal casualties during the year: Edward O'Connell was killed on the Windsor Branch on the 9th February last, and on the 6th September (Sunday forenoon), a colored man named Barret was found dead on the track this side of Bedford. From the injuries sustained

it was apparent he had been killed by the train, and it is supposed he was run over by the Windsor down train, on Saturday evening. An inquest was held on the body, but nothing was elicited further than to show that he had been seen on the track on this side of Bedford, before the train passed down. With one trifling exception referred to in Mr. Taylor's report not a passenger by railway has been injured while travelling on the road during the past year. The fact that 110,137 passengers have travelled upon the railway during the past year without injury or accident, bears strong testimony to the care, vigilance and good conduct of the employees engaged in the direct working of the trains, and of the officers in charge.

Before concluding this report I must observe that although the whole expenditure of the year is classified by the accountant under working expenses, it must not be understood that so large an amount would be required to operate our road independent of the large extra expense and outlay incurred in repairs over and above the average requirements of a well kept road. Much work still remains to be done to meet the requirements of Mr. Perley's report, and to put the road in good condition; but I trust I shall, with the aid of the men employed on upholdence, be able to effect the repairs and renewals still required, with an economy which shall recommend itself to the legislature and the country.

In conclusion I gladly bear testimony to the cordial and cheerful support and assistance I have received from the various officers and employees of the department since I assumed office; and I must add that I do not think employers could be more faithfully and efficiently served by its servants than the Railway Department of Nova Scotia has been since I have superintended the business of the department. I have not in this report referred to the mode of settlement I adopted with the contractors for upholdence, as to the claims they pressed upon the department, and which I thought it my duty to reject, because I have already fully reported on this subject at the request of Lord Normanby, and because the claims of these contractors being proper subjects of investigation, I presume they will be referred to a committee to report upon.

I have the honor to be, Sir,

Your obdt. Servt.,

JAS. McDONALD.

(COPY.)

THIS INDENTURE of Agreement made the _____ in the year of our Lord one thousand eight hundred and sixty _____ by and between the Honorable Jonathan McCully of Halifax, Province of Nova Scotia, Commissioner of Railways for the said Province of the one part, and _____ of _____ Railway Contractor as principal and _____ as Sureties of the other part.

WHEREAS for the better and cheaper upholding of the Provincial Railway, it has been considered advisable that the same should be put up in Lots or Sections to Tender and Contract, the specification whereof is in the words and figures following, that is to say :

NOVA SCOTIA RAILWAY.

SPECIFICATION FOR MAINTENANCE OF WAY.

THE contractors must examine the track previous to tendering, and satisfy themselves as to the nature of all cuttings, embankments, rails, chairs, bridges, culverts, cattle guards, drains, fences, platforms, &c., and it will be understood that they have made provision in their offer for any contingency that may arise, for when a tender has been accepted no claim for extra work will be allowed for slips of cuttings, embankments, or otherwise.

All earth, clay, or gravel cuttings must be kept at least seven feet clear of rails, and one foot lower than bottom of sleepers, slopes to be one and a-half horizontal to one perpendicular or more if considered necessary.

All loose rock in cuttings to be taken down when considered unsafe for the passage of trains. Earth, clay, or rock cuttings to be deposited on slopes of embankments, as may be ordered by the Inspectors or Road Masters. All ballasting shall be held to form part of maintenance. The Commissioner of Railways will supply engine power and empty platform cars for conveying ballast and clearing out cuttings at the rate per day of \$26 for an engine, and 50 cents for each platform car. The rails shall at all times be kept to the proper level and gauge. The keys shall be kept tight in the chairs and the chairs firmly spiked, and the joints of the rails shall be kept so solid and perfect in line and level, as to prevent all jolting and shaking of the engines and carriages running over them. The contractor shall be held liable for all accidents arising from the imperfect state of the rails, points, or crossings.

In making the necessary repairs care shall be taken that no lift is ever made in the rails by raising them more than two inches at once, and the two inches must slope regularly over a length of at least twenty yards, and in raising and altering the road the proper width of gauge must always be preserved. The replacing of all points and crossings shall be held to form part of maintenance.

Twenty cents additional will be allowed for each decayed sleeper taken out and replaced, with a new stick of suitable quality and dimensions being 10 feet in length, 5 inches in thickness, and not less than 10 inches face.

The whole fences, culverts, cattle guards, drains, platforms and road-bed of the part of the Railway referred to in this contract shall be kept in good repair. All water shall be prevented from standing in the drains and ballast, and the slopes of the cuts and embankments shall be upheld and maintained in good condition as aforesaid.

Every expense shall be borne by the contractor, and all labour shall be supplied by him, which in the opinion of the Commissioner shall be necessary for the proper and safe maintenance of the part of the Railway included in his contract. The Department will furnish rails, chairs, spikes, keys, and ballast hills, but nothing else; but the contractor must at his own expense, load and unload all kind of material, and also bear the cost of conveying all materials to the works to be used in maintaining the Railway, and he shall apply them as the Commissioner, his

Inspector or Road Masters may direct. He shall carefully collect and preserve all old material and pile it in heaps at the nearest station or siding on his contract. The contractor shall clean all points and crossings used in working the line and keep in good repair all sidings. He shall also extinguish all fires within the limits of railway fences. All bridges shall be held to form part of maintenance, with the following exceptions, viz.:

Main Line	—	Lot 2.	Sackville Viaduct and Ward's Bridge.
"	"	" 3.	Beaver Brook, Rawdon River and Canal Bridges.
"	"	" 4.	Upper Shubenacadie and Nine Mill River Viaducts.
"	"	" 5.	Barney's Brook and Pile Bridges.
"	"	" 6.	Truro Road Bridge and Lower Shubenacadie Viaduct.
"	"	" 7.	Stewiacke Viaduct.
Windsor Branch	"	2.	Upper Sackville River Bridge.
"	"	" 3.	Pile and Jordan Bridges.
"	"	" 4.	Big Bog and St. Croix Viaducts.

The contractor shall keep all rails and longitudinal timbers on the above named viaducts or bridges in good and sufficient repair. The contractor to cover the planking of all bridges or viaducts, except Pile Bridge, with two inches clean water gravel. The contractor for No. 1 M. L. to put up at Birch Cove 330 lineal yards of new fence similar to present fences. The contractor for No. 3 to return fences to ends of platform at Fletcher's and Grand Lake Stations. The contractor for No. 5 to straighten line at Barney's Brook, the embankment to be at least three feet beyond end of sleepers.

The contractor for No. 8 to cut tail race of arched culvert one hundred and ninety feet in length and twenty feet in breadth on a level, with pitching in bottom of culvert to carry off water.

The contractors shall take all their instructions from the Commissioner, his Inspector, or Road Masters, and they shall follow out these instructions in every particular; but should it appear to the aforesaid that any part of the rails or other work included in this contract are not kept in a safe and proper condition in all respects, the Commissioner shall have full power to put as many additional men upon the works as the Inspector may direct, and to pay them out of any money which may be due to the contractor. The Commissioner shall have full power to put an end to the contract or agreement to be entered into in terms of this specification on giving the contractor eight days notice in writing of his determination to do so, and without any claim for compensation arising therefor on part of the contractor, and in case of any default on the part of the contractor, the Commissioner shall fix the balance, if any, to be paid to the contractor.

The contractor shall appoint a sufficient number of foremen whose duty it shall be to walk over the length of the line under their charge in the manner prescribed by section 12 of the Railway rules and regulations; but no foreman shall be allowed to take charge of any section unless the Commissioner or his Inspector is satisfied that he is fully competent or qualified to act as such. The contractor and his men shall take care to keep in repair and shut all gates entering on the Railway, and they shall remove every obstruction from the line. They shall also rigidly prevent all persons (not possessed of a written order permitting them to do so) from walking on the Railway, with the exception of the servants of the Department. The contractor shall keep the rails clear of ice and snow. The printed rules and regulations of the Railway shall be held as forming part of this specification, and shall be construed as an enlargement or extension of it. The contractor and his foremen shall take care always to be possessed of copies of them, and they shall instruct the whole of the workmen in the meaning and use of them. Copies will be shown to intending contractors along with this specification and delivered to the successful contractor, together with any printed rules and regulations which shall from time to time be issued by the Commissioner. In consideration of the contractor maintaining the rails and works according to the terms of this specification, and to the entire satisfaction of the Commissioner and his Inspector, the contractor shall be paid by monthly instalments at the rate of his tender, less ten per cent. until the contract is finished to the entire satisfaction of the department; but should the railway and works be in a bad condition at the time an instalment becomes due, the Commissioner may keep such balance in hand as the Inspector shall consider necessary to meet the proper repairs.

- IN CONSIDERATION WHEREOF the said Honorable Jonathan McCully as such Commissioner of Railways, but in no way rendering himself personally liable, or otherwise

than in his public capacity as such Commissioner, doth hereby agree and promise to pay to the said to be divided up into twelve equal and monthly instalments, the aforesaid sum of being at and after the rate of at the end of each month, and the further sum of twenty cents for each and every sleeper so removed and replaced by another good sound sleeper as above stipulated for and provided, reserving only and always nevertheless thereout a sum equal to ten per cent of each of the aforesaid monthly instalments, to remain and accumulate in the hands of the Commissioner until the one thousand eight hundred and sixty as a further and additional security for the true and faithful performance and fulfilment by the said of his portion of said contract.

And it is further and in like manner covenanted and agreed, that if at any time for any cause whatever, it shall be considered advisable on the part of the Government of this Province or of the Commissioner for the time being before the lapse of the said twelve months, to annul, determine, and put an end to this contract, after notice as provided, then the same may be done accordingly, and the said Railway or any portion thereof, and the repair and upholdence thereof, and such fencing may be resumed, and the said shall be paid a pro rata sum only proportioned to the manner and time shall have so kept and upheld the said Railway in repair.

And the said do and each of them as sureties of the said do hereby jointly with the said and each of them doth severally for himself and themselves, their and each of their heirs, covenant, promise, and agree to, and with the Honorable Jonathan McCully as Commissioner as aforesaid, that the said will in all things well and truly perform the foregoing and above mentioned agreement and contract in all things on part and behalf, to be performed and fulfilled according to the true intent and meaning thereof. In witness whereof the parties have hereunto their hands and seals subscribed and set the A. D., 186

Signed, Sealed and Delivered }
in presence of }

ERRATA.

APPENDIX.—Page 20—last line—*read* \$3,512.30

“ 21—first line—*read* \$3,512.30

“ 27—Total maintenance—*read* \$6,115.37.

APPENDIX.

(A.)

N. S. RAILWAY COMMISSIONERS' OFFICE,
HALIFAX, January 19, 1864.

SIR,

I beg to submit the following accounts, with their balance sheets, and abstracts, showing the operations of the Nova Scotia Railway, for the year ending 31st December, 1863.

1st.—REVENUE SERVICE.

- A 1. Revenue Balance Sheet.
- A 2. Revenue Account, with Abstracts.
 - (1.) Locomotive Power.
 - (2.) Merchandize and Passenger Cars.
 - (3.) Maintenance of Way and Buildings.
 - (4.) General Charges.
- A 3. Comparative Statement Locomotive Power, for years ending 31st December 1862 & 1863.
- A 4. Merchandize and Passenger Cars, for do.
- A 5. Maintenance of Way and Buildings, for do.
- A 6. General Charges, for do.
- A 7. Quarterly Summary of Receipts and Expenses, year ending 31st December, 1863.

2nd.—CONSTRUCTION SERVICE.

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

3rd.—EXTENSION OF RAILWAY EASTWARD FROM TRURO.

- A 10. Balance Sheet.
- A 11. Survey Extension from Truro, with Abstracts.
 - (a) Engineering.
 - (b) General Expenses.

Detailed quarterly accounts of the above, with the vouchers, have been rendered to the Financial Secretary.

On referring to Revenue Account (A 1) it will be observed that there is an increase in the Total Receipts from all sources of	\$10,567.71
An increase in the Working Expenses of \$21,005.23	
Add Supplymenty. Acc. (See explanation) 5,032.12	
	<u>26,037.35</u>
Making a decrease in the Total Nett Receipts of	\$15,469.64

The comparative statements of the several services annexed, show the increase in the working expenses to be as follows :

Locomotive Power.....	\$4,820.42
Merchandize and Passenger Cars	4,921.72
Maintenance of Way and Buildings...	10,549.64
General Charges.....	704.45
	<u>\$21,005.23</u>
And an amount charged to a supplementary account (see below) of	5,032.12
	<u>\$26,037.35</u>

Reference to the several comparative statements will readily show the particular accounts on which these increases have arisen.

The above amount of \$5,032.12, charged to a supplementary account, is for a deficiency that was found to exist in the amount of Wood Stock on hand, on 30th June. On taking stock of Wood. Mr. Marshall, Road Inspector, returned the quantity—

On hand, in the sheds, to be only..... 769½ cords.
While the books showed a balance of.... 2,795 “

Making a deficiency since stock was }
last taken of..... } 2,025½ “

As there was no method of making a true and correct statement of the consumption of the balance of this Wood to the several services, I thought it better to charge the whole to a supplementary account, by itself; and I may here be allowed to remark that this is a matter over which I have no control, nor is this the first time such a deficiency has been found to exist: it always appearing more or less, on stock being taken.

The Wood, as you are aware, is credited to the several contractors, and charged to Stock account, as delivered by them into the sheds from time to time, per Road Inspector's certificate. The wood and tank men then having charge, render an account of the issue (together with the brass checks received from the Engine drivers) to the storekeeper at Richmond, who renders a monthly account of the whole quantity consumed, to this office, which is charged in conformity to the several services, and credited to Fire-wood account.

Since 30th June last, there has been 10 per cent. added to the issues of each month, to cover loss in storing, &c.

The following table shows the operations of the road from 1861 to 1863, both inclusive :

ACCOUNT.	Year ending 31st Dec., 1861.	Year ending 31st Dec., 1862.	Year ending 31st Dec., 1863.
Receipts from all sources. .	120,917.66	139,106.71	149,674.42
Working Expenses	94,114.88	101,925.23	*127,962.58
	\$26,802.78	\$37,181.48	\$21,711.84

* Including Supplementary acct. \$5,032.12

CONSTRUCTION SERVICE.—On referring to Capital account (A 9) it will be seen that there has been received—

From the Rec. General, to 31st Decr. 1862.....	\$4,273,282.80
to 31st Decr. 1863.....	4,608.35
	<u>\$4,277,891.15</u>

And expended

To 31st December, 1862.....	\$4,273,401.81
During 1863.....	5,794.22

\$4,279,196.03

Less per Credit account.....	733.88
------------------------------	--------

4,278,462.15

Showing an over-expenditure of.....	\$571.00
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The Credit account deducted (\$733.88) is for sale of sundries belonging to Department, and previously debited, which decreases Expenditure account by that sum.

EXTENSION OF RAILWAY EASTWARD FROM TRURO.—Survey
Extension from Truro (A 1) shows the cost of this service to be as
follows :—

Received from Receiver General.....	\$2500.00
Expended on Survey.....	2484.96

Leaving balance unexpended, as per balance sheet, of.....	\$15.04
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I am, Sir,

Your obedient servant,

THOMAS FOOT,

Accountant

To JAMES McDONALD, Esq.
Commissioner N. S. Railway.

(A 1.)

Dr.

REVENUE BALANCE.

Cr.

1863.		1863.	
Receiver General	\$91,340.26	Revenue General Acct.	\$84,254.89
General Stock	\$4421.53	Revenue Acct, 1863.	21,711.84
Firewood "	3597.38		\$105,966.73
Oil, loco. "	40.63	Shaffer & Dimock, (Cont. for rep'rg Cars.)	221.60
Oil, car "	100.01	Wood Contract, Still Water.	25.45
Tallow "	12.27		247.05
Waste "	233.86	Bank Nova Scotia, overdrawn	2,437.15
Sleepers "	498.13		
Road "	20.56		
	8,921.37		
Traffic Supt	6372.48		
W. & E. Dimock, Windsor	508.63		
Construction Ledger	19.06		
Whitney & Bridges, Boston	405.37		
Wood Contract, Richmond	444.74		
J. J. Turnbull	1.50		
J. Lindsay	6.00		
A. Neal	57.02		
Rents due on Line	53.80		
R. L. Wetherbe	5.00		
Officers and Employees, for Coal	340.56		
Freight Dept.	6.25		
Wm. Barry	12.15		
Robert Malcom	125.00		
	8,357.56		
	19.74		
Cash on hand			
	\$108,650.93		\$108,650.93

COMMISSIONER'S REPORT.

E.E. N. S. Railway, Commissioner's Office,
31st December, 1863.

THOMAS FOOT,
Accountant.

(A 2.)

Dr.

REVENUE ACCOUNT.

Cr.

Year ending 31st Dec., 1862.	Expenditure, 1863.	Total.	Year ending 31st Dec., 1862.	Receipts, 1863.	Total.
\$35,171.40	Locomotive Power.....	\$40,000.82	\$132,699.33	Traffic Superintendent—for details see Traffic Supt.'s Report.—(App. B 2)	\$144,651.34
20,784.29	Merchandize & Pass'r. Cars..	25,706.01		Receipts from all other sources, Rents, &c.....	5,023.08
37,366.93	Maintenance Way & Build's..	47,916.57	6,407.38		
8,602.61	General Charges.....	9,307.06			
\$101,925.23		\$122,930.46			
	Supplementary account.....	5,032.12			
		\$127,962.58			
37,181.48	Balance Nett Revenue.....	21,711.84			
\$139,106.71		\$149,674.42	\$139,106.71		\$149,674.42

Abstract. (1.)
LOCOMOTIVE POWER.

PARTICULARS.	QUARTER ending 31st March.	QUARTER ending 30th June.	QUARTER ending 30th Sept.	QUARTER ending 31st Dec.	Totals.
Wages of Drivers, Firemen, and Cleaners.....	\$1,637.95	\$1,917.93	\$1,954.96	\$2,050.43	\$7,561.27
Firewood consumed in running.....	2,283.21	2,191.99	2,586.86	2,527.81	9,589.87
Oil	244.44	268.48	278.22	247.47	1,038.61
Tallow	198.49	198.81	197.80	195.86	790.96
Waste	178.36	171.82	181.01	134.56	665.75
Salary of Loco. Superintendent and Clerk, &c	354.26	355.81	344.99	364.53	1,419.59
Materials, &c., for repairing Engines & Tenders, including pkg.	1,705.02	685.66	1,005.26	1,165.58	4,561.52
Wages for repairing Engines and Tenders.....	1,544.58	1,943.63	2,050.39	2,144.34	7,682.94
Work not done by Railway for do	209.13	223.55	81.45	286.40	800.53
Repairs to Machinery, Workshops and Engine Houses.....	234.39	300.16	333.91	919.52	1,787.98
Repairs and renewal of Tools, Lamps, &c.... ..	340.24	345.12	382.03	455.70	1,523.09
Water Pumping, Wooding up, Woodshed, Pump & Tank repairs	441.90	442.89	516.54	501.81	1,903.14
Miscellaneous	73.71	85.28	272.45	244.13	675.57
	\$9,445.68	9,131.13	10,185.87	11,238.14	40,000.82

COMMISSIONER'S REPORT.

MERCHANDIZE AND PASSENGER CARS.

	QUARTER ending 31st March.	QUARTER ending 30th June.	QUARTER ending 30th Sept.	QUARTER ending 31st Dec.	Totals.
Wages of Conductors, Brakemen, Porters and Shunters.....	\$1784.00	\$1861.34	\$1855.05	\$2231.40	\$7731.79
Oil consumed for Packing.....	127.05	119.48	180.30	99.10	525.93
Waste.....	47.25	51.90	.....	44.75	143.90
Traffic Superintendent's Salary, Clerk and Office expenses..	331.78	358.44	393.06	428.32	1511.60
Salaries of Station Masters and Freight Agents.....	1099.82	1068.29	1157.02	1170.30	4495.43
Materials, &c., for repairing Cars.....	1648.03	456.69	2762.35	830.29	5697.36
Wages do. do.	546.30	497.27	390.10	381.01	1814.68
Work not done by Railway for do.....	205.52	391.80	148.08	79.80	825.20
Repairing Cars by Contract.....	116.66	349.98	349.98	349.98	1166.60
Repairs to Workshops, and repairs and renewal of Tools, Lamps, &c.	24.41	5.33	8.88	121.07	159.69
Small Stores used on the Trains.....	48.07	37.41	45.57	54.15	185.20
Fuel do.	28.16	6.43	6.00	29.23	69.82
Wages to Switchmen and Signalmen.....	122.20	118.10	120.90	203.20	564.40
Drawbacks and overcharges on Goods forwarded and Tickets refunded,.. ..	66.80	188.00	85.88	196.26	536.94
Miscellaneous	34.50	49.00	59.80	134.17	277.47
	\$6230.55	\$5559.46	\$7562.97	\$6353.03	\$25,706.01

Abstract. (3.)

MAINTENANCE OF WAY AND BUILDINGS.

PARTICULARS.	QUARTER ending 31st March.	QUARTER ending 30th June.	QUARTER ending 30th Sept.	QUARTER ending 31st Dec.	Totals.
Maintenance of Way by Contract, (including fencing.).....	\$4,766.60	\$4,865.00	\$1,002.20	.....	\$10,633.80
Do. do. by Day's Labour.....	4.87	1,587.46	3,202.90	.....	4,795.23
Maintenance of Way by Section.....	.....	.....	2,873.50	6,111.78	8,985.28
Extra Maintenance.....	.....	.....	2,261.32	4,347.22	6,608.54
Salaries Inspector and Roadmasters.....	681.26	687.50	577.98	531.98	2,478.72
Chairs, Spikes, Sleepers, &c.	65.93	4,431.17	2,798.48	3,109.20	10,404.78
Small Stores.....	0.92	19.22	26.61	64.60	111.35
Repairs of Tools and Renewals.....	2.15	.....	642.94	116.78	761.87
Repairs to Stations, Wharves, Buildings, and Platforms....	93.13	50.23	482.73	198.19	824.28
Repairs to Snow Ploughs.....	8.43	.....	.....	9.65	18.08
Repairs of Bridges and Culverts.....	.....	.....	238.58	588.76	827.34
Repairs of Fencing.....	.....	.....	403.55	996.10	1399.65
Miscellaneous.....	16.50	0.50	48.91	1.74	67.65
	\$5,639.79	\$11,641.08	\$14,559.70	\$16,076.00	\$47,916.57

Abstract. (4.)
GENERAL CHARGES.

PARTICULARS.	QUARTER ending 31st March.	QUARTER ending 30th June.	QUARTER ending 30th Sept.	QUARTER ending 31st Dec.	Totals.
Salaries Commissioner, Accountant, and Office expenses.....	\$1,028.02	\$1,385.46	\$1,152.60	\$1,236.02	\$4,802.10
Printing, Advertising, and Tickets.....	284.00	110.60	357.23	680.85	1,432.68
Stationery.....	159.14	56.25	151.41	153.44	520.24
Damages to Animals and Goods.....	.....	217.17	73.35	82.85	373.37
Station Watchmen.....	162.94	162.94	161.94	163.94	651.76
Fuel, Oil, Light, and incidental expenses at Stations.....	487.31	114.27	163.28	359.06	1,123.92
Telegraph Operation.....	34.87	29.80	59.00	110.45	234.12
Miscellaneous.....	63.43	84.44	18.90	2.10	168.87
	\$2,219.71	\$2,160.93	\$2,137.71	\$2,788.71	\$9,307.06

(A 3.)

COMPARATIVE STATEMENT—LOCOMOTIVE POWER.

Years ending 31st December, 1862 and 1863.

PARTICULARS.	1862.	1863.	Increase.	Decrease.
Wages of Drivers, Firemen and Cleaners.....	\$6,815.59	\$7,561.27	\$745.68	
Firewood consumed in running	9,644.26	9,589.87	.....	\$54.39
Oil.....	1,246.63	1,038.61	.....	208.02
Tallow	641.53	790.96	149.43	.....
Waste	355.65	665.75	310.10	.....
Salary of Locomotive Superintendent and Clerk, &c.....	1,358.29	1,419.59	61.30	.....
Materials, &c., for repairing Engines and Tenders, including packing.....	4,305.42	4,561.52	256.10	.....
Wages for repairing Engines and Tenders.....	6,199.15	7,682.94	1,483.79	.....
Work not done by Railway for do.	384.50	800.53	416.03	.....
Repairs to Machinery, Workshops and Engine Houses.....	1,058.16	1,787.98	729.82	.....
Repairs and renewal of Tools, Lamps, &c.	639.07	1,523.09	884.02	.....
Water Pumping, Wooding-up, Wood-shed, Pump and Tank repairs... ..	2,068.40	1,903.14	.....	165.26
Miscellaneous.....	454.75	1,675.57	220.82	.....
			\$5,257.09	
			427.67	\$427.67
	\$35,171.40	\$40,000.82	\$4,829.42	

(A 4.)

COMPARATIVE STATEMENT—MERCHANDIZE AND PASSENGER CARS.

Years ending 31st December 1862, and 1863.

PARTICULARS.	1862.	1863.	Increase.	Decrease.
Wages of Conductors, Brakemen, Porters and Shunters.	\$6,886.59	\$7,731.79	\$845.20	.....
Oil Consumed for Packing.....	361.08	525.93	164.85	.....
Waste.....	36.95	143.90	106.95	.....
Traffic Superintendent's Salary, Clerks and Office expenses.....	1,308.94	1,511.60	202.66	.....
Salaries of Station Masters and Freight Agents.....	4,034.30	4,495.43	461.13	.....
Materials for repairing Cars.....	2,939.36	5,697.36	2,758.00	.....
Wages for do.	2,848.36	1,814.68	.....	\$1,033.68
Work not done by Railway for do.	530.49	825.20	294.71	.....
Repairing Cars by Contract.....	.....	1,166.60	1,166.60	.....
Repairs to Workshops, and repairs and renewal of Tools, Lamps, &c.	205.78	159.69	.....	46.09
Small Stores used on the Trains.....	190.25	185.20	.....	5.05
Fuel do.	108.48	69.82	.....	38.66
Wages to Switchmen and Signalmen.....	581.85	564.40	.....	17.45
Drawbacks and Overcharges on Goods forwarded and Tickets re- funded.....	571.71	536.94	.....	34.77
Miscellaneous.....	180.15	277.47	97.32	.....
			\$6,097.42	
			1,175.70	\$1,175.70
	\$20,784.29	\$25,706.01	\$4,921.72	

(A 5.)

COMPARATIVE STATEMENT—MAINTENANCE OF WAY AND BUILDINGS,

For years ending 31st December, 1862 and 1863.

PARTICULARS.	1862.	1863.	Increase.	Decrease.
Maintenance of Way by Contract, including Fencing.....	\$18,955.49	\$10,633.80	.....	\$8,321.69
Do. by Day's Labor.....	6,255.50	4,795.23	.....	1,460.27
Do. Section .....	.....	8,985.28	8,985.28	.....
Do. Extra .....	.....	6,608.54	6,608.54	.....
Repairs of Bridges and Culverts.....	.....	827.34	827.34	.....
Repairs of Fencing .....	.....	1,399.65	1,399.65	.....
	25,210.99	33,249.84	17,820.81	9,781.96
			9,781.96	
			8,038.85	
Salaries Inspector and Road Masters.....	2,756.17	2,478.72	.....	277.45
Chairs, Spikes, Sleepers, &c.....	8,330.94	10,404.78	2,073.84	.....
Small Stores	79.13	111.35	32.22	.....
Repairs and Renewal of Tools.....	13.10	761.87	748.77	.....
Repairs to Stations, Wharves, Buildings and Platforms.....	404.57	824.28	419.71	.....
Repairs to Snow Ploughs	541.13	18.08	.....	523.05
Miscellaneous	30.90	67.65	36.75	.....
			11,350.14	\$800.50
			800.50	
	\$37,366.93	\$47,916.57	\$10,549.64	

(A 6.)

COMPARATIVE STATEMENT—GENERAL CHARGES.

Year ending 31st December, 1862 and 1863.

PARTICULARS.	1862.	1863.	Increase.	Decrease.
Salaries Commissioner, Accountant, and Office Expenses.....	\$4,892.95	\$4,802.10	.....	\$90.85
Printing, Advertising, and Tickets	1,101.33	1,432.68	331.35	.....
Stationery	332.09	520.24	188.15	.....
Damages to Animals and Goods.....	339.70	373.37	33.67	.....
Station Watchmen.....	655.38	651.76	.....	3.62
Fuel, Oil, Light, &c., and Incidental expenses at Stations.....	644.65	1,123.92	479.27	.....
Telegraph Operation .....	.....	234.12	234.12	.....
Miscellaneous	636.51	168.87	.....	467.64
			1,266.56	\$562.11
			562.11	
	\$8,602.61	\$9,307.06	\$704.45	

(A 7.)

QUARTERLY SUMMARY OF RECEIPTS AND EXPENSES

For year ending 31st December, 1863.

	Receipts from all sources.	Expenses.	Balance Revenue Surplus.
March 31	\$25,022.94	\$23,530.22	\$1,492.72
June 30	37,109.98	28,498.11	8,611.87
September 30	44,494.96	34,446.25	10,048.71
December 31	43,046.54	36,455.88	6,590.66
		\$122,930.46	\$26,743.96
Supplementary account..	.....	5,032.12	5,032.12
	\$149,674.42	\$127,962.58	\$21,711.84

CONSTRUCTION SERVICE.

(A 8.)

CONSTRUCTION BALANCE.

DR.

CR.

Cash.....	\$25.30	Bank, Overdrawn	\$1,027.27
Capital account	571.00	Revenue Ledger	19.06
F. A. Hennegar	60.00		
Jno. Fielding	390.03		
	<u>\$1,046.33</u>		<u>\$1,046.33</u>

E. E. N. S. Railway, Commissioner's Office,
Halifax, N. S., Dec. 31, 1863.

THOS. FOOT,
Accountant.

CONSTRUCTION SERVICE—Continued.

(A 9.)

DR.

CAPITAL ACCOUNT.

CR.

1862.			1862.		
Dec. 31.	To amt. expended to date per last Report.....	\$4,273,627.91	Dec. 31.	By Cash received from Receiver General to this date.....	\$4,273,282.80
	Less per credit account.....	226.10			
1863.			1863.		
Dec. 31.	Old Engine House, reporting on Mitchell's claim.....	100.00	Dec. 31.	By Cash received from Receiver General....	4,608.35
	Stations and Buildings.....	973.98		Cash per credit account:	
	New Sidings and Crossings..	1,552.04		Sale of Omnibusses, on acct.....	\$173.00
	Machinery, Cylinder Boring Machine.....	221.80		Do. Brickmaking and Wood Sawing Engines, balance....	442.90
	Wood-sheds and Tanks.....	151.42		Do. Fans and Sundries.....	117.98
	Permanent Way, new Cattle Guards, &c.....	41.00			\$733.88
	Constructing and erecting Telegraph.....	406.49			
	Car Building.....	529.39			
	Pier at Parsboro'.....	61.00			
	Wharf at Windsor.....	22.17			
	Office expenses.....	6.50			
	Circular Engine House.....	181.39			
	Inspection of Railway.....	1,368.69			
	Miscellaneous.....	178.35			
		5,794.22			
		\$4,279,196.03			\$4,277,891.15
	Less per credit acct.....	733.88		Balance over-expenditure.....	571.00
		\$4,278,462.15			\$4,278,462.15

(A 10.)

EXTENSION FROM TRURO.

BALANCE.

DR.			CR.
Cash	\$4.55	Survey Exten. from Truro	\$15.04
Bank	10.49		
	<u>\$15.04</u>		<u>\$15.04</u>

E. E. N. S. Railway, Commissioner's Office,
Halifax, N. S., Dec. 31, 1863.

THOMAS FOOT,
Accountant.

(A 11.)

DR.	SURVEY EXTENSION FROM TRURO.	CR.
1863. Dec. 31. To Engineering, (Abs. A) ... \$2,280.24		1863. Dec. 31. By Cash received from Rec. Genl. to date \$2,500.00
Gen'l Expenses, (Abs. B). .. 204.72		
	<u>2,484.96</u>	
Balance.. 15.04		
	<u>\$2,500.00</u>	<u>\$2,500.00</u>

Abstract. (a.)
ENGINEERING.

Salaries and Surveying.....	\$1,939.54
Office Expenses, Printing, &c.....	4.30
Stationery, Instruments and Drawing Materials	301.90
Miscellaneous	34.50
	<hr/>
	\$2,280.24

Abstract. (b.)
GENERAL EXPENSES.

Salaries	\$63.99
Office Expenses.....	13.39
Books and Stationery.....	67.61
Printing, Advertising, &c.....	59.73
	<hr/>
	\$204.72

(B.)

RICHMOND, January, 1864.

JAMES McDONALD, Esq.,
Chief Commissioner of Railways :

Sir,—I beg to submit my annual report and tables annexed shewing the operations of the Nova Scotia Railway for the past year ending 31st December, 1864.

Return (A 2)	Superintendent's Account Current with Revenue.
Do. (B 2)	Various sources of revenue and aggregate earnings at each station.
Do. (C 2)	Mileage of trains, number of passengers, quarterly receipts on Main Line and Windsor Branch, and summary.
Do. (D 2)	Number of passengers of each class carried per month, and recapitulation.
Do. (E 2)	Monthly receipts of local and through passengers at the respective stations.
Do. (F 2)	Monthly receipts for horses and waggons.
Do. (G 2)	Monthly freight earnings at each station.
Do. (H & I 2)	Comparative statement of gross earnings on Main Line and Windsor Branch for 1862 and 1863.
Do. (J 2)	Number of first and second class passengers from each station, and amount received respectively.
Do. (K 2)	Description of freight forwarded from each station.
Do. (L 2)	Weight of freight received and forwarded from Richmond terminus.

The following returns will show that the aggregate earnings of the railway during the past year amount to the sum of \$144,651.35

For comparison it is necessary to include the services performed for which no credit is shown in the returns, viz.:

Conveyance of members of L. Council, House of Assembly, and officers during the session .	\$323.49	
Volunteers attending shooting match, &c.	911.09	
Militia attending drill instruction.	28.20	
Teachers attending Conference.	131.70	
Emigrants (Miss B. Coutts)	53.58	
	<hr/>	1448.06
		<hr/>
		\$146,099.40

Comparing the returns for 1863, with those of 1862, they exhibit an increase of \$11,952.01 as per statement:

RECEIPTS.

	Passengers.	Horse and Waggon.	Freight.	Totals.
1863	\$66,850.70	\$14,684.57	\$63,116.07	\$144,651.34
1862	63,489.84	13,716.23	55,493.26	132,699.33
	<hr/>	<hr/>	<hr/>	<hr/>
	\$3,360.86	\$968.34	\$7,622.81	\$11,952.01

The number of passengers carried during the past year as per returns. 99,161

Members.	213
Volunteers.	361
Militia.	61
Teachers.	44
Emigrants.	56
Holders of Season Tickets.	1192
	<hr/>
	1,927
	<hr/>
	101,088

Showing an increase over 1862 of 5,068, exclusive of 9049 teamsters passing free.

In reviewing the passenger business during the past year, I find the principal improvement has been on the Main Line, viz.:

	MAIN LINE.	WINDSOR BRANCH.
1863	\$37,144.16	\$29,706.54
1862	33,631.86	29,857.98
	<hr/>	<hr/>
	\$3,513.30	\$151.44

Showing an increase on the Main Line of \$3,513.30, and a decline on the Branch of \$151.44,—making the nett increase for the year from passengers \$3,360.86 as per returns. Although there has been a slight falling off in local passenger earnings on Windsor Branch, there has been an increase in “through” business via Bay of Fundy route to New Brunswick and the United States and *vice versa* of fully thirty per cent. over 1862.

The transportation of horses and waggons has advanced \$968.34. This branch of business is unproductive in consequence of the low tariff, and the amount of rolling stock required to perform the service; this, however, cannot well be obviated until better facilities are provided for moving freight from the Richmond terminus to the city, or a depot situated in a more central part.

The freight earnings during the past year (1863) exhibit a favorable increase over 1862 of \$7,622.81.

1862 \$55,493 26		1863 \$63,116.07
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showing that this branch of traffic continues annually to improve, and I have no doubt but it can be still further increased by extending facilities to new branches of industry which are rapidly being developed.

The total quantity of freight, including horses and waggons, is 56,471 tons, or an increase over 1862 of nearly 14,000 tons, the average receipts per ton moved being \$1.37, and the receipts per ton per mile nearly the same as 1862, .5.81, or nearly 6 cents.

During the past year an ice trade has been fully inaugurated at Rocky Lake station, a distance of nearly eleven miles from Halifax, and nearly fifteen hundred tons of this article have been carried by the department to Richmond for shipment, and the company are now making large extensions to their buildings. These operations promise to contribute largely to the interests of the road. The want of siding accommodation during the early part of the season was seriously felt; this has now been obviated by a siding of 714 feet being built, where a train can be loaded apart from the Main Line; by this means the department are enabled to operate the traffic safely, and at a reduced cost—a proportion of the expense of this improvement was paid by the Ice company.

The slate and pavement quarries recently opened at Elmsdale and Beaver Bank already promise to be productive. During the past year between four and five hundred tons have been transported from these stations to Richmond; both articles are said to be of superior quality—and in my opinion when their character becomes established, the business will be carried on extensively. The situation of the former from the railway (a distance of twelve miles) will be felt in haulage, but this I apprehend will be overcome by an increased consumption, when the superiority of the

article has been tested. The latter has an advantage in this particular, being within a hundred yards of the station. Every favorable consideration ought to be extended to parties thus engaged, in view of encouraging new branches of industry.

I make mention of these newly inaugurated enterprises in order to show the growing development of the resources of the province, and I trust with the aid of railway communication they can be operated advantageously. Every reasonable assistance at the disposal of the department ought to be extended in order to stimulate and encourage the several branches.

The general freight business on both lines exhibits a favorable increase. The trade from the western counties to Halifax via Windsor and *vice versa* already exceeds my expectation, and if carefully fostered will be a great feeder to the Windsor branch.

In my report for 1862 I recommended several extensions and alterations to be made at some of the stations, those have been carried out at Truro, Beaver Bank, and Newport, viz.: at Truro a siding of six hundred feet long has been built with a double platform and loading bank of two hundred and eighty-nine feet in length, which is well adapted to the purpose for which it was intended,—timber, &c.,—a train can now be loaded without moving; obviating the necessity and risk of performing this service on the Main Line.

The practice of dividing the train about a mile and a half from Truro station on the grade and running into the station detached by the control of the brakes is still in operation, and cannot well be obviated, owing to the buildings being situated at the extreme end of the platform; if the train was run in entire, the passengers would be landed a considerable distance from the buildings, which would be inconvenient, besides disagreeable, particularly in stormy weather. I would recommend that suitable alterations be made as soon as the season will admit—either an extension of the Main Line beyond the station, or a shed erected at the west end of the present platform, with baggage room attached, to be used for passengers landing,—the present system could then be abandoned.

At Beaver Bank a platform seventy feet long has been erected, and a loading bank on the siding, which will be of material benefit, in loading heavy freight; and at Newport a “through siding” has been built, 643 feet long, the freight siding reduced to 450 feet, and carried round behind the station, and an extension of platform on the Main Line of 100 feet, and on the siding of 124 feet, besides a new freight house 36 by 20 feet. Those extensions will doubtless be of great service to the freighting public, and will aid the department in expediting the business.

A new station house is much wanted at Richmond. The present erections if allowed to remain another year, will require extensive repairs to make them safe. The freight traffic also requires enlarged accommodation, in view of promptly and satisfactorily meeting the requirements of the public generally. The hay shed recommended in my last report has been completed, 80 by 45 feet, and proves to be of great service in protecting hay, &c. from exposure and damage. A new Crane has also been erected on the loading bank which will be useful in loading heavy freight. The fifty-ton track scales have arrived, and will be erected as soon as the weather will permit.

At Brookfield and Shubenacadie some little alterations are essential in order to meet the business at these places, which is annually improving. The expense will be very trifling.

I beg to invite your particular attention to the necessity of an enlargement of wood shed accommodation at several of the wood-ing stations, particularly Richmond and Windsor Junction: this is almost indispensable at those places, so that a sufficient supply could be stored in good condition to serve during the winter months, which I am satisfied would effect a saving in the consumption of fuel. At present the sheds require to be frequently replenished during winter, when the wood is very unfit for use, being saturated with water, and often covered with ice.

I would recommend that an additional shed be built at Richmond capable of holding 250 cords, and another at Windsor Junction to contain 400 cords. At Still Water and Polly Bog additions could be made to answer the present purpose. At Truro and Windsor the accommodation can be made to suffice in the meantime.

A building suitable to paint cars in is much wanted at Richmond, experience shows that the stone building (or car shop) is not adapted for this purpose, in consequence of the dampness. There are several temporary erections on the wharf which can be moved and appropriated to this purpose at a trifling expense, where our passenger cars can be repaired, and painted or varnished, in winter, when the traffic is light, as our present stock will not admit of this being done in summer.

The freight cars during the past year have necessarily been heavily taxed, owing to the increase of business, and the stock being limited, which involves a larger amount of tear and wear to that class. The cars recommended in my report of 1862, are in course of construction. The cattle cars (4) will be placed on the road on 1st April. The second class cars (2) are to be the same dimensions as our present first, (42 feet long,) fitted to hold 36 passengers, and having a baggage room $13\frac{1}{2}$ x $6\frac{1}{2}$ feet, and a sepa-

rate compartment for mails. These cars will be fitted with powerful "brakes," which will be well adapted on the Windsor Branch where the grades are heavy; besides they will serve the purpose of two cars (second class and baggage) which are necessarily run at present.

If the freight business continues to increase as heretofore, it will be necessary to add to our present stock of plant in the same ratio.

In commencing the "Fall Arrangement" of trains, a slight alteration was made with the No. 1 train from Halifax, and No. 4 from Truro—in discontinuing carrying intermediate freight. Mails, through freight, horses, waggon and live stock are still carried. By this arrangement the running time was reduced and the time of the freight or mixed trains extended. I have no doubt when this system becomes established it will give good satisfaction, particularly to "through passengers." This being the direct and almost only route to New Brunswick during four months of the year it is desirable to give the speediest transit consistent with safety.

During the past year the Telegraph Company have erected a substantial line from Richmond to Truro, on the railway, and made a connection at Windsor Junction, in addition to the stations connected in 1862. By this means all trains are telegraphed regularly to Richmond on passing. This arrangement will be of great advantage in working the lines, particularly in winter.

The trains have run regularly with the exception of some little detention upon two occasions, in "Bedford," and McBean's cuttings, caused by land slides.

On the 29th September an accident occurred at the "Ballast Pit," near Windsor, to the passenger train, in consequence of the points being left open, after passing the engine employed in ballasting into the siding. The regular train from Windsor to Richmond, ran into the siding and came in collision with the tender of the ballast engine; fortunately the mistake was discovered by the engineer in time to reverse the engine and slacken speed before the collision took place. No person was injured, and no portion of the train left the rails. The engines and cars were damaged to the amount of about \$350.00. The parties in charge of ballast train, by whose neglect the accident occurred, were at once removed from the service.

I regret to mention two casualties, resulting fatally, which have occurred within the past year, viz.:

On the 9th February, Edward O'Connel was killed, at the bridge over the line half a mile from Windsor, in attempting to get over the top of the cars, for what purpose remains a mystery,—and on 6th September (Sunday) a colored man named Alexander Barrett,

was found dead about a mile from the old "Pier's Mills" platform, very much mutilated, supposed to have been run over by the Windsor down train the previous evening; he was last seen in company with two others near Four Mile House.

Alex. Whelan, car shunter at Richmond, was slightly bruised when coupling the trains on 14th March; and a person named Ellis had his arm injured from a fall between the cars at Stewiacke Station, neither of these accidents were of a serious nature.

I am glad to say that no blame can be attributed to any officer or employe of the department, as being the cause of these accidents. Such occurrences are invariably the result of heedless and unnecessary exposure. It is frequently annoying to observe the recklessness of parties, notwithstanding the repeated remonstrances of officers in charge of the trains.

I am, Sir,

Your obdt. Servt.

GEO. TAYLOR.

(A 2.)

NOVA SCOTIA RAILWAY.

DR.		SUPERINTENDENT IN ACCOUNT WITH REVENUE.		CR.
1863.		1863.		
Jan'y 1.	To balance from December, 1862 ..	\$4,405.79	Dec. 31.	By Cash paid Railway Commissioner. \$142,398.90
March 31.	Receipts, 1st Quarter ..	\$24,384.05		Overcharges in Freight 285.35
June 30.	do. 2nd do. ..	36,276.54		Balance arrears at Stations. 6,722.88
Sept. 30.	do. 3rd do. ..	42,503.91		
Dec. 31.	do. 4th do. ..	41,486.84		
		<u>\$144,651.34</u>		
		\$149,057.13		
				<u>\$149,057.13</u>

GEORGE TAYLOR,
Superintendent.

(B 2.)

VARIOUS SOURCES OF REVENUE AND AGGREGATE EARNINGS OF EACH STATION FOR THE YEAR ENDING DECEMBER 31, 1863.

Name of Agent, and capacity.	Station.	Passenger traffic.	Horse and Waggon traffic.	Freight traffic.	Total.
Arthur Busby...Pass'r. Agt.	Richmond ..	\$ 24399.21	\$5341.10	.....	\$ 29740.31
Jas. Alexander...Freight do.	.. Do. ..	.....	.....	\$ 23242.21	23242.21
Edw. Moren.....Station do.	Bedford	2151.13	384.72	569.56	3105.41
J. H. Hodson..... Do. ..	Rocky Lake.	40.36	60.54	801.90	902.80
Hugh McIntosh..... Do. ..	W. Junction	1151.57	16.50	438.39	1606.46
Geo. Nichols..... Do. ..	Grand Lake.	111.17	42.14	30.92	184.23
A. G. McDonald..... Do. ..	Fletcher's ..	.....	.....	69.81	69.81
.... Do. Do. ..	Enfield.....	.....	5.01	428.70	433.71
.... Do. Do. ..	Elmsdale...	1975.78	608.14	1858.10	4442.02
.... Do. Do. ..	Truro Road.	.....	.....	17.31	17.31
John McDonald..... Do. ..	Shubenacadie	2520.46	395.95	2679.49	5595.90
Francis Holesworth... Do. ..	Stewiacke..	1299.14	653.18	1365.44	3317.76
Geo. W. McElhinney.. Do. ..	Brookfield..	1531.78	479.39	2124.31	3935.48
Hugh McCollum..... Do. ..	Truro.....	7293.86	2027.06	7764.45	17085.37
Daniel Hallisey..... Do. ..	Beaver Bank	455.97	97.48	247.76	801.21
R. McLearn..... Do. ..	Mt. Uniacke	910.39	247.27	415.33	1672.99
J. L. Sweet..... Do. ..	Newport ...	2121.03	478.05	1912.19	4511.27
Chas. E. Harding.... Do. ..	Windsor....	9317.47	3748.04	10187.33	23252.84
John Murray.....Conductor.	.....	367.14	.....	.....	367.14
A. R. Adams..... Do. ..	.....	310.70	.....	.....	310.70
John Ryan..... Do. ..	.....	639.89	.....	.....	639.89
J. W. C. Archibald Do. ..	.....	471.75	.....	.....	471.75
Robt. Duncan... Do. ..	.....	346.73	.....	.....	346.73
Geo. Donkin..... Do. ..	.....	6.10	.....	.....	6.10
Jas. Keys..... Do. ..	.....	110.88	.....	.....	110.88
H. Hyde.....Stage Prt'r.	.....	2248.40	.....	.....	2248.40
J. S. Lindsay..... Do. ..	.....	1958.46	.....	.....	1958.46
J. King & Bros..Stboat. Pro.	.....	3533.33	.....	.....	3533.33
Season Tickets.....	.....	1671.00	.....	.....	1671.00
Special Trains.....	.....	47.00	.....	.....	47.00
Round Trip Tickets.....	.....	60.00	.....	.....	60.00
General Post Office.....	.....	.....	.....	2400.00	2400.00
N. S. Ice Co., En. & Car hire.	.....	.....	.....	60.00	60.00
Wharfage.....	.....	.....	.....	6.00	6.00
Construction, Eng. & Car hire.	.....	.....	.....	381.50	381.50
Maintenance Way.....	.....	.....	.....	6115.37	615.37
Totals...		\$66850.70	\$14684.57	\$ 63116.07	144651.34

GEORGE TAYLOR.

(C 2.)

STATEMENT SHOWING MILEAGE OF TRAINS, NUMBER OF PASSENGERS, AND QUARTERLY RECEIPTS, FOR THE YEAR ENDING DEC. 31, 1863.

MAIN LINE.

Qr. end'g	Mil'ge of trains.	No. of Passengers.			Amount received for			
		1st cl.	2nd cl.	Total.	Pass'grs	Horse and Waggon.	Freight.	Total.
March 31.	19736	3155	6964	10119	\$6134.34	\$1508.31	\$6759.71	\$14402.36
June 30 ..	21949	5666	9568	15234	9608.61	1025.32	9383.58	20017.51
Sept. 30 ..	23318	7357	9733	17090	10718.90	1550.12	10673.61	22942.63
Dec. 31 ...	21455	5229	11245	16474	10682.31	2779.08	9053.37	22714.76
Total..	86458	21407	37510	58917	\$37144.16	\$7062.83	\$35870.27	\$80077.26

WINDSOR BRANCH.

Qr. end'g	Mil'ge of trains.	No. of Passengers.			Amount received for			
		1st cl.	2d cl.	Total.	Pass'grs.	Horse and Waggon.	Freight.	Total
March 31.	15185	2198	4806	7004	\$4118.76	\$1320.88	\$4542.05	\$9981.69
June 30 ..	16837	5297	5492	10789	8151.69	823.77	7283.57	16259.03
Sept. 30 ..	18532	7330	5591	12921	9998.06	2204.64	7358.58	19561.28
Dec. 31 ...	15930	4301	5229	9530	7438.03	3272.45	8061.60	18772.08
Total..	66484	19126	21118	40244	\$29706.54	\$7621.74	\$27245.89	\$64574.08

SUMMARY—MAIN LINE AND WINDSOR BRANCH.

Qr. end'g	Mil'ge of trains.	No. of Passengers.			Amount received for			
		1st cl.	2d cl.	Total.	Pass'grs.	Horse and Waggon.	Freight.	Total.
March 31.	34921	5353	11770	17123	\$10253.10	\$2829.19	\$11301.76	\$24384.05
June 30 ..	38786	10963	15060	26023	17760.30	1849.09	16667.15	36276.54
Sept. 30 ..	41850	14687	15320	30011	20716.96	3754.76	18032.19	42503.91
Dec. 31 ...	37385	9530	16474	26004	18120.34	6251.53	17114.97	41486.84
Total..	152942	40533	58628	99161	\$69850.70	\$14684.57	\$63116.07	144651.34

Mileage of Trains engaged in shunting and assisting Trains, not included.

GEORGE TAYLOR.

(D 2)

STATEMENT SHOWING THE NUMBER OF PASSENGERS FOR THE YEAR ENDING
DECEMBER 31, 1863.

MAIN LINE.					WINDSOR BRANCH.				
Month.	1st cl.	2d cl.	Total.	Totals.	Month.	1st cl.	2nd cl.	Total.	Totals.
January....	990	2779	3769	10119	January ..	828	1634	2462	7004
February....	1053	2080	3142		February..	649	1624	2273	
March.....	1112	2006	3208		March	721	1548	2269	
April	1506	2881	4387	15284	April.....	1351	2178	3529	10789
May	1769	3338	5107		May.....	1574	1647	3221	
June.....	2391	3349	5740		June.....	2372	1667	4039	
July	2552	3362	5914	17090	July	2261	1902	4163	12921
August	2591	3120	5711		August	2212	1808	4020	
September..	2214	3251	5465		September .	2857	1881	4738	
October....	2195	3856	6051	16474	October....	1998	1738	3736	9530
November...	1474	3578	5052		November..	1259	1632	2891	
Dccember ..	1560	3811	5371		December..	1044	1859	2903	
Totals...	21407	37510		58917	Totals...	19126	21118		40244

RECAPITULATION.

MAIN LINE.—1st class.....21,407 2d class.... 37,510 Totals58,917
WINDSOR BRANCH.—1st class....19,126 2d class.... 21,118 Totals40,244

Totals99,161

GEORGE TAYLOR.

(E 2.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR THE YEAR ENDING DEC. 31, 1863

PASSENGERS.

Stations, &c.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Oct'r.	Nov'r.	Dec'r.	Aggreg'e.
Richmond	\$1465.52	1166.37	1155.73	1528.57	1870.47	2575.77	2734.29	2564.40	2771.02	2528.23	2000.24	2029.60	\$24399.21
Bedford	172.08	108.36	110.10	182.91	181.51	232.89	224.14	236.58	220.91	184.75	145.56	151.34	2151.13
Rocky Lake .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40.36	40.36
Windsor Junction...	79.55	54.00	56.07	110.94	84.91	89.44	107.29	103.10	121.16	138.17	103.16	103.78	1151.57
Grand Lake	5.20	7.17	6.20	15.46	11.11	9.30	10.22	10.24	14.37	9.37	.....	12.53	111.17
Elmsdale	119.88	107.40	106.89	134.92	151.43	202.47	198.38	168.83	169.63	213.12	204.70	198.13	1975.78
Shubenacadie	117.93	127.92	152.71	202.70	220.78	260.79	241.29	228.08	275.20	270.58	229.73	192.75	2520.46
Stewiacke	96.26	55.02	61.96	112.70	122.30	125.82	132.77	113.25	111.76	119.93	125.55	121.82	1299.14
Brookfield	83.64	84.76	89.39	121.70	124.60	145.30	115.35	115.22	99.94	106.48	125.66	119.74	1331.78
Truro	472.28	469.97	463.16	510.19	535.44	895.49	625.22	641.48	644.82	729.68	616.69	689.44	7293.86
Beaver Bank	33.56	17.87	22.48	28.87	40.03	43.40	50.12	57.00	49.17	42.56	29.74	41.17	455.97
Mt. Uniacke	72.41	66.99	50.95	76.43	70.87	108.71	87.04	74.26	88.48	98.02	55.79	60.44	910.39
Newport	157.47	155.55	165.08	156.86	149.18	188.63	211.63	204.59	218.21	117.86	162.53	173.44	2121.03
Windsor	482.14	410.24	474.76	683.71	723.27	1167.91	928.01	881.79	1065.51	959.66	728.04	812.43	9317.47
J. Murray	12.32	18.44	23.05	29.98	27.55	33.40	34.19	38.99	44.04	46.18	29.05	29.95	367.14
A. R. Adams	18.39	25.12	23.73	39.62	26.43	20.78	24.72	34.15	26.44	31.30	19.23	20.79	310.70
J. M. C. Archibald ..	56.10	41.72	42.52	74.84	52.85	61.09	92.88	49.75	.....	.....	.....	.....	471.75
John Ryan	45.91	33.40	31.78	54.82	47.93	60.38	67.07	71.23	26.17	67.55	64.25	69.40	639.89
Robt. Duncan	1.05	2.86	11.91	2.58	5.99	3.61	0.52	29.83	52.71	92.04	76.65	66.98	346.73
Geo. Donkin .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.10	6.10
Jas. Keys .....	.....	.....	.....	4.27	.....	0.22	.....	.....	78.20	26.09	1.04	1.06	110.88
H. Hyde	87.98	55.08	61.20	88.74	279.99	283.65	246.15	217.21	268.97	316.71	198.90	143.82	2248.40
T. S. Lindsay	81.10	85.68	88.74	131.58	267.76	226.46	182.84	119.34	156.06	274.65	183.60	160.65	1958.46
J. King & Co. ....	.....	.....	.....	334.50	356.00	481.50	434.00	473.00	600.00	439.50	320.60	94.23	3533.33
Season Tickets	117.00	88.00	75.00	157.00	229.25	179.75	166.75	130.50	109.50	168.25	167.50	82.50	1671.00
Special Trains .....	.....	20.00	.....	.....	.....	.....	27.00	.....	.....	.....	.....	.....	47.00
Round Trip Tickets ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60.00	60.00
	\$3777.77	3201.92	3273.41	4783.89	5579.65	7396.76	6941.87	6562.82	7212.27	7040.68	5597.21	5482.45	\$66850.70

(F 2.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR THE YEAR ENDING DECEMBER 31, 1863.
HORSE AND WAGGON TRAFFIC.

Stations.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Oct'r.	Nov'r.	Dec'r.	Aggreg'e.
Richmond	\$418.22	326.35	265.76	170.88	202.51	344.28	344.70	391.76	560.92	706.47	723.28	885.97	\$5341.10
Bedford.....	27.71	19.95	21.30	20.81	22.11	19.22	38.80	39.15	58.79	44.77	31.05	41.06	384.72
Rocky Lake.....	3.06	5.22	5.06	3.12	6.16	3.29	4.81	4.00	10.03	2.78	3.87	9.14	60.54
Windsor Junction..	1.45	.....	12.00	0.40	.....	0.40	.....	.....	0.55	0.25	.....	1.45	16.50
Grand Lake.....	4.20	5.95	4.20	3.17	3.75	4.20	8.80	2.60	4.90	0.37	.....	.....	42.14
Enfield .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.01	5.01
Elmsdale	27.33	24.13	28.13	22.34	32.46	25.17	81.28	61.40	70.27	103.76	77.91	53.96	608.14
Shubenacadie.....	16.20	28.98	31.89	13.22	18.79	31.92	36.96	38.26	40.70	54.17	41.91	42.95	395.95
Stewiacke	68.51	28.46	35.59	19.77	21.64	52.24	46.08	30.25	40.49	85.49	105.07	119.59	653.18
Brookfield	15.04	36.77	28.75	19.46	39.81	34.19	37.15	34.39	27.20	29.99	99.70	76.94	479.39
Truro	168.10	175.63	139.49	67.62	63.54	131.55	105.17	120.67	154.79	148.60	269.88	482.02	2027.06
Beaver Bank.....	11.94	4.65	2.74	7.70	8.89	5.87	10.12	5.82	10.00	15.45	8.70	5.60	97.48
Mount Uniacke....	15.69	9.71	16.77	9.71	20.74	23.61	28.74	28.44	49.19	58.44	52.97	33.26	347.27
Newport	16.09	19.75	27.72	31.16	15.65	17.67	21.81	74.61	74.34	72.00	80.03	27.22	478.04
Windsor	339.29	242.69	148.72	107.27	72.17	130.63	171.46	232.62	652.74	502.75	485.34	662.36	3748.05
Totals.....	\$1132.83	928.24	768.12	496.63	528.22	824.24	935.88	1063.97	1754.91	1825.29	1979.71	2446.53	14684.57

(G 2.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR THE YEAR ENDING DECEMBER 31, 1863.

FREIGHT.

Stations.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Oct'r.	Nov'r.	Dec'r.	Aggreg'e.
Richmond	\$1617.97	1249.52	1502.26	1684.38	2377.19	1831.41	1825.24	1471.13	2544.15	2953.26	2088.53	2097.17	\$23242.21
Bedford	17.40	44.82	35.69	93.64	43.40	39.85	50.26	53.87	77.23	46.14	33.22	34.04	569.56
Rocky Lake	108.21	24.37	96.39	46.36	97.63	37.51	40.96	55.43	55.91	34.07	98.28	106.78	801.90
W. Junction	43.79	14.10	7.90	11.82	10.42	4.82	35.66	49.30	63.99	94.26	58.81	43.52	438.39
Fletcher's	6.70	12.55	9.52	6.98	5.35	10.94	2.40	0.98	2.68	2.56	3.02	6.13	69.81
Grand Lake	2.18	12.15	1.75	1.60	2.17	1.38	2.30	0.60	0.60	4.66	.....	1.53	30.92
Enfield .....	.....	.....	38.41	33.00	30.91	43.00	52.24	33.18	44.32	71.10	47.12	35.42	428.70
Elmsdale	189.97	136.22	107.99	212.45	158.75	157.89	184.66	170.91	155.24	160.97	106.71	116.34	1858.10
Truro Road .....	.....	0.76	0.50	6.02	2.02	1.12	0.52	1.03	0.60	1.80	1.19	1.75	17.31
Shubenacadie	102.83	141.36	185.89	134.53	216.89	332.97	338.99	289.29	398.64	260.45	134.77	142.88	2679.49
Stewiacke	47.83	50.64	44.63	91.83	94.76	169.62	171.70	156.34	179.01	135.27	120.56	103.25	1365.44
Brookfield	120.19	132.45	164.84	122.87	125.95	248.89	217.09	229.94	162.77	174.95	148.88	275.49	2124.31
Truro	556.39	565.83	683.08	546.98	587.37	720.15	834.11	546.24	606.75	707.46	626.65	783.44	7764.45
Beaver Bank	7.43	9.51	12.54	30.47	25.41	18.50	21.32	8.90	30.69	42.58	25.53	14.88	247.76
Mount Uniacke	19.65	37.78	46.33	33.48	26.61	40.17	54.94	38.49	20.80	38.72	35.26	23.10	415.33
Newport	138.78	115.55	141.80	128.22	156.70	146.43	165.83	172.44	155.49	159.79	203.53	227.63	1912.19
Windsor	551.80	723.25	746.76	903.99	891.95	1166.90	858.49	887.75	860.42	866.76	912.70	816.56	10187.33
Post Office .....	.....	.....	600.00	.....	.....	600.00	.....	.....	600.00	.....	.....	600.00	2400.00
N. S. Ice Company .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60.00	60.00
Wharfage	6.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.00
Construction acct. .....	.....	.....	.....	.....	.....	.....	.....	381.50	.....	.....	.....	.....	381.50
Maintenance Way .....	.....	.....	67.50	271.00	662.50	1220.00	727.50	894.75	1046.62	564.00	543.50	118.00	6115.37
Totals	\$3537.12	3270.86	4493.78	4359.62	5515.98	6791.55	5584.21	5442.07	7005.91	6318.80	5248.26	5547.91	\$63116.07

(H 2.)

COMPARATIVE STATEMENT OF RECEIPTS ON THE MAIN LINE FOR THE YEARS ENDING DECEMBER 31, 1862 AND 1863.

1862.

	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Oct'r.	Nov'r.	Dec'r.	Aggreg'e.
Passengers	\$2267.40	1431.59	1885.99	2325.25	3077.02	3254.14	3721.95	3052.40	3403.74	3318.91	2750.78	3142.69	\$33631.86
Horse and Waggon.	1008.92	898.77	409.68	152.31	318.85	391.71	499.63	374.86	449.78	586.21	817.79	903.88	6311.89
Freight	2073.82	1414.35	2834.34	2285.90	3054.72	2935.55	2979.15	2251.97	3471.28	2738.31	2174.78	2699.72	30913.89
Totals....	\$5350.14	3244.71	5130.01	4763.46	6450.59	6581.40	7200.78	5679.23	7324.80	6643.48	5742.35	6745.79	\$70857.64

1863.

Passengers	\$2236.07	1910.90	1987.37	2464.72	3155.26	3988.63	3766.68	3486.48	3465.74	3989.18	3313.67	3379.46	\$37144.16
Horse and Waggon	601.58	472.05	484.68	240.42	303.17	481.73	518.20	479.25	552.67	734.45	967.24	1277.39	7062.83
Freight	2226.19	1883.22	2650.30	2331.84	3031.01	4021.23	3268.13	3105.81	4299.67	3192.94	2603.53	3256.90	35870.27
Totals....	\$5063.84	4266.17	5072.35	5036.48	6489.44	8491.59	7553.01	7071.54	8318.08	7916.57	6884.44	7913.75	\$80077.26

(I 2.)

COMPARATIVE STATEMENT OF RECEIPTS ON THE WINDSOR BRANCH FOR THE YEARS ENDING DECEMBER 31, 1862 AND 1863.

1862.

	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sep'tr.	Oct'r.	Nov'r.	Dec'r.	Aggreg'e.
Passengers	\$1395.53	1103.16	1424.62	2411.79	3039.84	3880.70	3100.22	2731.17	3516.00	2820.58	2215.23	2219.14	\$29857.98
Horse and Waggon.	520.49	346.89	367.93	127.62	292.07	403.95	407.71	465.80	1370.30	1225.57	982.22	893.79	7404.34
Freight	1180.80	866.61	1789.42	1954.18	3881.99	2439.64	1834.98	1561.88	2548.89	2308.71	2172.58	2039.69	24579.37
Totals....	\$3096.82	2316.66	3581.97	4493.59	7213.90	6724.29	5342.91	4758.85	7435.19	6354.86	5370.03	5152.62	\$61841.69

1863.

Passengers	\$1541.70	1291.02	1286.04	2319.17	2424.39	3408.13	3175.19	3076.34	3746.53	3051.50	2283.54	2102.99	\$29706.54
Horse and Waggon.	531.25	456.19	333.44	256.21	225.05	342.51	417.68	584.72	1202.24	1090.84	1012.47	1169.14	7621.74
Freight	1310.93	1387.64	1843.48	2028.28	2484.97	2770.32	2316.08	2336.26	2706.24	3125.86	2644.73	2291.01	27245.80
Totals....	\$3383.88	3134.85	3462.96	4603.66	5134.41	6520.96	5908.95	5997.32	7655.01	7268.20	5940.74	5563.14	\$64574.08

Total earnings for the Year ending Dec. 31, 1862.....\$132699.33
do. do. Dec. 31, 1863..... 144651.34
Increase in 1863....\$11952.01

GEORGE TAYLOR.

(J 2.)

NO. OF 1ST AND 2ND CLASS PASSENGERS CARRIED FROM EACH STATION, WITH THE AMOUNTS RECEIVED, FOR THE YEAR ENDING DEC. 31, 1863.

Name of Station.	No. Pass'grs.		Amounts received.		Aggregate.	
	1st cl.	2d cl.	1st cl.	2d cl.	No. of Pass'gs.	Amts. rec'd
Richmond	12864	15933	\$13552.20	\$10847.01	28797	\$24399.21
Bedford	2659	3944	1120.38	1030.75	6603	2151.13
Rocky Lake	56	61	27.37	12.99	117	40.36
Grand Lake	73	211	43.50	67.67	284	111.17
Elmsdale	780	3559	548.26	1427.52	4339	1975.78
Shubenacadie	1475	2765	1256.23	1264.23	4240	2520.46
Stewiacke	671	1848	444.47	854.67	2519	1299.14
Brookfield	793	1823	444.59	887.19	2616	1331.78
Truro	2743	4410	3726.63	3567.23	7153	7293.86
Windsor Junction	515	2600	298.12	853.45	3115	1151.57
Beaver Bank	273	1272	127.00	328.97	1545	455.97
Mount Uniacke	505	1498	366.06	574.33	2003	910.39
Newport	1567	2589	1127.53	993.50	4156	2121.03
Windsor	5877	4960	6361.91	2955.56	10837	9317.47
John Murray	641	1400	115.55	251.59	2041	367.14
A. R. Adams	695	1906	81.42	229.28	2511	310.70
John Ryan	622	3228	122.84	517.05	3850	639.89
J. M. C. Archibald	493	2344	85.98	385.77	2837	471.75
Geo. Donkin	14	41	1.50	4.60	55	6.10
Robt. Duncan	465	1856	86.12	260.61	2321	346.73
Jas. Keys	83	380	21.15	89.73	463	110.88
H. Hyde, Stage Proprietor	1481	....	2247.18	1.22	1481	2248.40
T. S. Lindsay, do. do.	1290	....	1958.46	.....	1290	1958.46
J. King, Steam'b't do.	3582	....	3533.33	.....	3582	3533.33
Season Tickets	166	....	1671.00	.....	166	1671.00
Round Trip Tickets	60	....	60.00	.....	60	60.00
Special Trains	180	....	47.00	.....	180	47.00
Totals	40533	58628	\$39445.78	\$27404.92	99161	\$66860.70

(K 2.)

NOVA SCOTIA RAILWAY.

STATEMENT SHOWING DESCRIPTION OF FREIGHT FORWARDED FROM EACH STATION DURING THE YEAR ENDING DECEMBER 31st, 1863.

	Single Horses.		Empty Waggon or Sleighs.		Loaded Waggon or Sleighs.	Total Wt. of Freight in Tons.		Dry Goods, boxes and bales	Sundry Boxes.	Sundry Bags.	Sundry Barrels.	Sundry Packages and Parcels.	Pieces of Furniture.	Molasses & Sugar, puncheons and mugsheads.	Molasses, Sugar and Liquor, casks and kegs.	Liquors, puns. and hhds.	Flour, bbls.	Meal, bags and bbls.	Potatoes, bags.	Oats and other Grain, bags.	Hay, bundles.	Straw, bundles.	Apples, bbls.	Beef, Mutton & Pork, in lbs. and bbls.	Butter, firkins and tubs.	Live Fowl & Geese in boxes. Chests of Poultry.	Hams.	Chests of Tea.	Fish, quintals.	Fish, bbls. and half bbls.	Cattle.	Sheep and Lambs.	Calves and Pigs.	Skins and Hides.	Ice in Tons.	Sawdust, Cars.		
	No.	Weight in Tons.	No.	Weight in Tons.																																		
Richmond ..	3670	2110	1329	080		12050	4288	13361	3255	6919	18304	18314	1398	4008	755	14591	3084	354	2183	230	2	1066	bbls	619	114	..	..	22	2124	1805	3816	175	482	24	1955	..	..
Bedford	574	417	121	00		307	..	58	94	2	22	44	..	005	233	39	lbs	427	2	..	11	100	59	177	4	112
Rocky Lake ..	27	27	..	..		1214	..	3	..	..	145	6	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	29	1184	..	..	..	..
Windsor Jn. ..	43	39	..	..		805	..	11	..	77	80	7	..	..	..	7	..	0	4	..	..	..	1	..	..	..	..	..	..	..	9	3	5	1	..	..
Fletcher's ..	..	..	..	..		202	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grand Lake ..	58	58	..	..		234	..	3	..	..	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Enfield	6	2	4	2		749	2	..	2	3	11	6	..	..	..	4	..	..	..	..	27	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..
Malcom's		1397
Elmd. & T.R.	612	330	278	150		1364	5	73	13	12	72	39	7	..	..	67	21	150	323	559	38	..	..	41678	38	..	..	..	..	..	40	272	1442	166	312	..	..
Shubenac'die	479	393	82	94		3775	12	148	69	39	22	71	4	19	1	26	24	284	439	1746	516	..	..	7460	773	..	..	..	..	..	4	201	2264	208	369	..	..
Stewincke ..	397	174	203	143		1421	1	171	50	66	463	175	3	2	..	11	42	238	464	1371	345	1	..	10101	71978	..	..	9	..	..	511	2045	590	150	..	..
Brookfield ..	277	206	128	91		2003	..	267	478	165	240	59	..	..	2	13	122	351	259	657	66	3	..	18850	2190	..	..	..	..	..	720	2680	487	400	..	..
Truro	1118	550	412	350		3736	..	1022	686	460	208	574	..	..	..	833	390	10357	337	2617	1428	1	..	228738	6051	..	..	..	..	..	1533	6044	453	1835	..	..
Beaver Bank	158	67	76	70		3123	..	3	..	..	184	33	..	1	..	30	..	6	2	..	..	..	..	1150	..	..	..	..	..	..	6	41	128	17	4	..	..
Mt Uniacke & Stillwater.	367	139	218	120		3830	3	31	..	..	111	10	9	5	..	10	4	215	101	3	..	48	..	3839	..	..	..	..	..	..	2	50	56	35	106	..	27
Newport	145	189	129	90		13027	1	77	..	..	4	4	4	11	..	37	..	2012	100	5264	255	450	..	12007	4	..	..	3	..	..	6	320	2020	250	16	..	..
Windsor	1699	417	1173	830		3079	144	2005	..	..	4372	95	16	49	33	601	709	5198	9	4394	453	4147	..	..	890	..	..	..	..	..	1567	2344	70	69	..	..
Totals	9630	5148	4153	2680		52376	4456	17233	4553	7741	24321	19395	1456	4147	793	16735	4629	19210	4221	16868	3103	5717	..	325669	10782	78	22	287	2129	1816	4040	5462	19970	2309	5358	1408	27	

(L 2.)

WEIGHT OF INWARD FREIGHT FROM ALL STATIONS TO RICHMOND, YEAR ENDING DECEMBER 31, 1863.

	Jan'y. lbs.	Feb'y. lbs.	March. lbs.	April. lbs.	May. lbs.	June. lbs.	July. lbs.	August. lbs.	Sept'r. lbs.	Oct'r. lbs.	Nov'r. lbs.	Dec'r. lbs.	Total. lbs.
Bedford	27560	12250	63670	1364	14320	26420	71610	32768	36900	28930	11800	62450	390042
Rocky Lake.....	.....	.....	.....	.....	.....	.....	.....	.....	1937850	434780	18500	7650	2398780
Windsor June...	234600	200000	300000	61000	48200	23500	22000	.....	70430	180000	48500	209700	1397930
Fletcher's	4800	8200	80000	7200	.....	.....	.....	.....	.....	.....	.....	16000	116200
Grand Lake.....	20000	1650	.....	41910	550	.....	1000	.....	1100	400	.....	.....	473800
Enfield .....	.....	96000	53300	33200	32000	33500	.....	9300	32000	200000	200000	50500	739860
Malcom's B. Wk. ....	.....	.....	496000	80000	112000	80000	720000	412000	352000	272000	128000	32000	2684000
Elmsdale & Truro Road	36170	41300	85525	130550	198470	179947	222980	183777	82864	251579	115208	300000	1828190
Shubenacadie ...	822670	433675	200445	307990	491385	549240	287850	484803	462573	436989	162688	430287	5070595
Stewiacke	194710	75700	116414	150324	133360	133035	27860	53955	43360	101510	194981	212980	1438198
Brookfield	29859	52280	58590	42625	671980	131770	47470	51810	80520	56240	91815	95760	1410819
Truro	501240	291430	309940	240232	1261433	758202	765390	402613	188793	740217	388011	682973	6530504
Beaver Bank....	491600	721750	652010	567406	466890	315200	183880	112200	212210	191760	77350	86700	4078956
Mt. Uniacke and Still Water ...	234800	149060	94850	558810	117100	283650	554600	274400	537600	304800	713175	353800	4076645
Newport	121894	146270	163152	210721	118600	196607	210863	215920	222938	168224	311798	279104	2366091
Windsor	677840	298067	213228	337603	631940	354178	354619	423651	844151	776228	823960	753950	6491415
	3397743	2527632	2887124	3178155	4298237	3065249	3470222	2657197	5105109	4143657	3285786	3575914	41592025

Weight of Outward Freight from Richmond, shown in return (K 2) as under:

Weight of Freight..... 12050 tons
 Loaded Waggon or Sleighs 680
 Empty, 2110—estimated at 550 lbs. each.... 580

Total..... 13310

(C.)

RICHMOND, January, 1864.

JAMES McDONALD, Esq.

Sir,—Herewith I beg to submit the returns in connection with the Locomotive Department, for the year ending the 31st December, 1863.

Return No. 1 shows the number of miles run and stores consumed by each Locomotive during the year.

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 on all services, the stores consumed, and their averages.

Return No. 4 shows statement of mileage, consumption of stores, and cost of repairing Locomotives, for the year.

I beg to make a few remarks on the above returns. No. 1 shows that 9,485 more miles have been run in 1863 than were run in 1862, which of course makes a proportionate increase on all stores enumerated in those returns. No 2 return shows that in 1862 $42\frac{16}{100}$ miles were run to one cord of wood, against $40\frac{35}{100}$ miles in 1863; it also shows that in 1863 nearly $\frac{2}{3}$ of a car was hauled more than in 1862. The oil is very fair and will compare favorably with that in use on other roads. The tallow is a home manufactured article, and proved in 1862 to be of good quality. The reason of more being used is that some of the valves and cylinders being soft, and showing signs of extra wear, more especially on the Windsor Branch, where the grades are longer, a larger allowance than usual was made to the engine. The waste is an article that has increased to double the price that it was in 1862, and the expense will be greater on this item. The Locomotives have had general repairs. The only extra repairs that have been made were to the boilers of Locomotives Nos. 8 and 9. I may say generally that the principal increase in the expense of the Locomotive department arises more from the additional labour required in the shops, than from any large amount of material required. The cause of this is easily understood. The Engines have now been in constant use for some years, and when they go into shop, instead of making trifling or superficial repairs, we are obliged to take the machinery apart and readjust, strengthen, and renew any parts injured or weakened by long and constant use, and this must of course add considerably to the outlay for this service.

The turn-tables at Windsor and Truro have been put in good repair, by the renewal of plates, &c.

I beg to call your attention to the fact that although the machine shop and machinery are well adapted to effect the repairs of Locomotives, this department is in great need of a smith's shop. The smiths occupy the

round engine shed, which is very injurious to that building, so admirably fitted for what it was intended. But as the department require all the space that this building can afford, to keep the spare wheels from being exposed to the weather, and as the fans and forges and other tools fitted for a smith's shop are here, I would recommend that you have one erected; and as there will be heavy repairs to be done, by having the shop, they can be done here as well and as cheaply as elsewhere, and it would be much better for the department to be able to have them done on the premises.

I may here state that the Locomotives did not receive much damage by frost in 1862, one tire of one Engine against 5 in 1862 having been broken; neither did snow storms affect the regularity of the trains seriously.

I would state that a collision took place on the 29th September, 1863, near Windsor, at the ballast pit siding, caused by the switch being open for siding. It is gratifying to say that no person was hurt materially. The damage to the Locomotives amounted to \$200. and to cars to \$146.

I regret to state that William Barry, a young man in this employ as a machinist, had his hand caught in a lathe which he was working, and had it so badly crushed that his thumb and two of his fingers had to be amputated. This unfortunate accident occurred on the 15th of Decr.

The Locomotives which have been in use are now in good repair. The following is a statement of the number of Engines:

Passenger Engines, from Nelson & Co., Glasgow	. . 10
Do. Do. from the Portland Company	. . 5
Ballast Engines	. . . . . 5
	<hr/>
	Total.....20
	<hr/>

W. JOHNSTON.

Return No. 1.

STATEMENT OF MILEAGE AND CONSUMPTION OF STORES BY LOCOMOTIVE ENGINES, FOR
THE YEAR ENDING 31ST DECEMBER, 1863.

No. of Engine.	Miles run.						Consumption of			
	Reglr. & Extra Pass'gr. trains.	Extra Freight trains.	Construct'n wk.	Shunting and assisting trains.	Maintenance of Way.	Totals.	Wood. cords.	Oil. gals.	Tallow. lbs.	Waste. lbs.
1	....	....	....	....	....	....	....	....	....	....
2	....	....	....	....	....	....	....	....	....	....
3	....	210	....	....	....	210	6.25	1.75	4.00	1.00
4	....	....	....	....	....	....	....	....	....	....
5	....	....	....	....	....	....	....	....	....	....
6	2376	3423	....	1084	4366	11249	264.87	138.50	609.50	205.00
7	546	1364	250	3214	4132	9506	229.75	90.25	542.00	160.00
8	21684	....	....	....	....	21684	494.50	104.50	722.50	331.00
9	7065	....	....	1590	120	8775	246.00	64.25	456.00	165.50
10	11122	1568	....	260	670	13600	355.50	100.25	643.00	268.00
11	17280	311	....	510	....	18101	460.00	143.75	814.00	364.00
12	13328	65	....	2422	....	15815	439.75	105.50	672.00	249.00
13	15626	834	....	300	80	16840	358.00	111.50	623.50	298.00
14	11132	60	....	447	....	11640	322.25	84.00	564.50	226.00
15	....	....	....	....	....	....	....	....	....	....
16	8967	136	....	950	....	10053	290.25	83.00	330.00	147.00
17	....	....	....	....	....	....	....	....	....	....
18	1647	576	....	597	618	3438	74.25	37.25	138.00	51.50
19	1341	....	....	690	....	14181	311.92	122.50	506.00	187.50
20	9150	630	....	680	2349	12809	296.75	97.25	442.50	193.00
T'tls										
1863	133415	9177	250	12744	12315	167901	4150.04	1284.25	7067.50	2846.50
1862	132300	8445	....	11005	6666	158416	3832.00	1197.50	5578.50	2549.50

Richmond, 31st Dec., 1863.

W. JOHNSTON.

Return 2.

SHOWING 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 DEC. 31, 1863.

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	76,850	1769.38	518.25	2556.00	1145.50	43.43	148.28	30.06	67.10	12.00
Halifax and Windsor	56,565	1489.87	405.75	2582.00	1076.00	37.96	139.40	21.91	56.56	11.00
Totals and averages year 1863	133,415	3259.25	924.00	5138.00	2221.50	40.93	144.38	25.96	60.05	11.50
Year 1862 for comparison	132,300	3137.75	957.75	4253.50	2063.50	42.16	138.13	31.10	64.11	10.82

RICHMOND, 31st December, 1863.

W. JOHNSTON.

Return No. 3.

**SHOWING MILES RUN ON ALL SERVICES, WOOD, OIL, TALLOW AND WASTE CONSUMED, TOGETHER WITH THE AVERAGES, FOR THE YEAR
ENDING 31ST DECEMBER, 1863.**

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 No. of Cars in each Train.
Regular & extra Pas- senger and Freight Trains.....	80,936	1866.38	564.25	2774.00	1212.50	43.36	154.07	29.17	66.75	12.00
Halifax and Truro ..	61,656	1611.12	468.00	2889.00	1173.50	38.26	131.74	21.34	52.53	11.00
Halifax and Windsor	250	5.50	1.50	12.00	2.00	45.45	166.66	20.83	125.00	6.00
Construction Works.....	12,744	393.54	103.25	728.00	239.00	32.38	123.42	17.50	53.32	.....
Shunting and assisting Trains	12,315	273.50	147.25	664.50	219.50	45.02	83.63	18.53	56.10	8.00
Maintenance of Way Service.....										
Totals and averages year 1863	167,901	4150.04	1284.25	7067.50	2846.50	40.45	131.51	23.75	58.98	11.20
Year 1862 for comparison.....	158,416	3832.00	1197.50	5578.50	2549.50	41.34	132.28	28.39	62.13	11.15

RICHMOND, 31st December, 1863.

W. JOHNSTON.

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

No. of Engine.	Miles run.						RUNNING. CONSUMPTION OF STORES AND WAGES.							
	Reglr. & Extra Pass'gr. trains.	Extra Freight trains.	Mainten'ce of Way Service.	Shunting and assisting trains	Con. Service.	Total Miles.	Wood. cords at 2.31 ¹ / ₁₆	Amt.	Oil, gals. at 80 ¹ / ₈	Amt.	Tal- low, lbs. at 11 ¹⁵ / ₁₀₀	Amt.	Waste lbs. at 23 ² / ₅	Amt.
1														
2														
3		210				210	6 ¹ / ₄	14.44	1 ¹ / ₂	1.60	4	0.44	1	0.25
4														
5														
6	2376	3423	4366	1084		11249	264.74	612.02	138 ¹ / ₂	112.00	609 ¹ / ₂	67.98	205	47.96
7	546	1364	4132	3214	250	9506	229 ³ / ₄	530.86	90 ¹ / ₄	72.97	542	60.65	160	37.42
8	21684					21684	494 ¹ / ₂	1142.60	104 ¹ / ₂	84.51	722 ¹ / ₂	80.43	331	77.48
9	7065		120	1590		8775	246	568.40	64 ¹ / ₂	51.95	456	51.17	165 ¹ / ₂	38.70
10	11122	1568	650	260		13600	355 ¹ / ₂	821.42	100 ¹ / ₄	81.07	643	71.67	268	62.70
11	17280	311		510		18101	460	1062.89	143 ³ / ₄	116.23	814	91.59	364	85.18
12	13328	65		2422		15815	439 ³ / ₄	1016.09	105 ¹ / ₂	85.31	672	75.15	249	58.25
13	15626	834	80	300		16840	358	827.20	111 ¹ / ₂	90.16	623 ¹ / ₂	70.12	298	69.70
14	11133	60		447		11640	322 ¹ / ₄	744.60	84	67.91	564 ¹ / ₂	63.51	226	52.86
15														
16	8967	136		950		10053	290 ¹ / ₄	670.56	83	67.11	330	36.79	147	34.37
17														
18	1647	576	618	597		3438	74 ¹ / ₄	171.57	37 ¹ / ₄	30.10	138	15.45	51 ¹ / ₂	12.02
19	13491			690		14181	311.92	720.68	122 ¹ / ₂	99.05	506	56.30	187 ¹ / ₂	43.84
20	9150	630	2349	680		12809	296 ¹ / ₄	686.54	97 ¹ / ₄	78.64	442 ¹ / ₂	49.71	193	45.14
863	133415	9177	12315	12744	250	167901	4150.41	9589.87	1284 ¹ / ₂	1038.61	7067 ¹ / ₂	790.96	2846 ¹ / ₂	665.74
862	132300	8445	6666	11005		158416	3832	9644.26	1197 ¹ / ₂	1246.63	5578 ¹ / ₂	641.53	2549 ¹ / ₂	355.64

Recapitulation of average cost per mile run, of Locomotives, for the Year 1862.

				Cost per mile in cts.		
Running 158,416 miles.	{	3,832	cords Firewood.....	at \$2.51 ⁵ / ₈	\$9644.26	6 ⁰⁹ / ₁₀₀
		1,197 ¹ / ₂	gallons Oil.....	at 1.04 ¹ / ₁₀	1246.63	78 ⁷⁸ / ₁₀₀
		5,578 ¹ / ₂	lbs. Tallow.....	at 0.11 ¹ / ₂	641.53	41 ⁴¹ / ₁₀₀
		2,549 ¹ / ₂	lbs. Waste.....	at 0.13 ⁹ / ₁₀	355.65	22 ²² / ₁₀₀
		Wages, Drivers, Firemen and Cleaners.....			6815.59	4 ³⁰ / ₁₀₀
				\$18703.66	11 ⁸⁰ / ₁₀₀	
Repairing.	{	908	bushels Coal.....	at \$0.12	\$108.90	
		17 ¹ / ₄	cords Firewood.....	at 2.45	42.32	
		174 ¹ / ₈	gallon Oil.....	at 1.06 ³ / ₈	185.89	
		181	lbs. Tallow.....	at 0.11 ¹ / ₂	20.82	
		576 ¹ / ₂	lbs. Waste.....	at 0.13 ⁹ / ₁₀	80.29	
		General Stock Material.....			3867.20	
		Wages Mechanics and repairing Engines.....			6199.15	
Work not done by Railway.....				384.50		
				\$10889.07	6 ⁸⁸ / ₁₀₀	
Total cost of running and repairing....				\$29592.73	18 ⁸⁸ / ₁₀₀	

PAIRS OF LOCOMOTIVES, FOR THE YEAR ENDING 31st DECEMBER, 1863.

REPAIRING. CONSUMPTION OF STORES, WAGES, &C.														Total cost running and repairing
15 cts.	Amt.	Wood, cords at 2.31 $\frac{1}{3}$	Amt.	Oil, gal. at 83 $\frac{1}{5}$	Amt.	Tallow lbs. at 11 $\frac{18}{100}$ cts.	Amt.	Waste, lbs. at 23 $\frac{2}{5}$ cts.	Amt.	General Stock Materials.	Wages, Mechanics, &c.	Work not done by Railway.	Old Stock Material.	
						3	0.33	1	0.24	0.38	2.70			
						3	0.33	2	0.47	0.19	1.80			
				1 $\frac{3}{8}$	1.35	9	1.00	16 $\frac{1}{2}$	3.87	23.82	136.87		1.29	20
						3	0.33	1	0.24	0.34	1.80			
						3	0.33	1	0.23	0.19	1.80			
77	11.55	1	2.31	4 $\frac{1}{2}$	3.96	15	1.65	12 $\frac{1}{2}$	2.92	130.18	555.44	13.73	8.09	223
77	11.55	1.28	3.01	10 $\frac{1}{2}$	8.74	22	2.45	42 $\frac{1}{2}$	9.95	106.10	488.62	20.58	4.85	200
77	11.55	3	6.99	25 $\frac{1}{2}$	20.90	33	3.69	79	18.48	1257.70	826.39	223.08	12.48	449
77	11.55	5.13	11.92	27 $\frac{1}{2}$	22.87	68	7.60	56 $\frac{1}{2}$	13.22	430.18	1140.89	262.08	39.88	313
77	11.55	3.25	6.98	8 $\frac{1}{2}$	7.38	23 $\frac{1}{2}$	2.63	41	9.59	118.52	411.40	15.63	104.71	233
77	11.55	2.37	5.51	7	5.82	18	2.00	20	4.69	196.52	390.92	25.08	7.65	282
77	11.55	1.75	4.10	10 $\frac{1}{2}$	8.43	21	2.34	41 $\frac{1}{2}$	9.71	309.17	478.07	10.88	11.85	281
78	11.70	1.83	4.44	12 $\frac{1}{2}$	10.10	16	1.78	50 $\frac{1}{2}$	11.82	175.64	389.83	2.08	6.76	229
78	11.70	2.60	6.04	9 $\frac{1}{2}$	8.24	18	2.02	43	10.05	301.64	563.13	2.09	6.66	235
						4	0.44	2	0.46	0.56	3.60			
78	11.70	2.20	5.13	10 $\frac{1}{2}$	8.52	27	3.00	42 $\frac{1}{2}$	9.75	589.73	722.45	81.63	8.53	266
						9	1.02	2	0.46	0.56	3.60			
78	11.70	2.93	6.74	10 $\frac{1}{2}$	8.42	44	4.92	55 $\frac{1}{2}$	12.99	91.25	493.82	7.88	93.52	116
78	11.70	4.32	10.02	18	14.97	49	5.48	44	10.28	161.77	627.20	125.56	12.04	243
78	11.70	2.55	5.95	9 $\frac{1}{2}$	7.58	12	1.33	49	11.46	114.06	442.61	10.23	8.62	203
77	151.05	34.21	79.14	165	137.28	400 $\frac{1}{2}$	44.67	603	140.88	4008.50	7682.94	800.52	326.93	3301
78	108.90	17 $\frac{1}{2}$	42.32	174 $\frac{1}{2}$	185.89	181	20.82	576 $\frac{1}{2}$	80.29	3867.20	6199.15	384.50	.....	2959

Recapitulation of average cost per mile, for the year 1863.

		Cost per mile in cts.	
Running 167,901 miles.	4150 $\frac{41}{100}$ cords Firewood.....at \$2.31 $\frac{1}{16}$	\$9589.87	5 $\frac{71}{100}$
	2284 gallons Oil.....at 0.80 $\frac{7}{8}$	1038.61	61 $\frac{61}{100}$
	7067 $\frac{1}{2}$ lbs. Tallow.....at 0.11 $\frac{18}{100}$	790.96	47 $\frac{47}{100}$
	2846 $\frac{1}{2}$ lbs. Waste.....at 0.23 $\frac{2}{5}$	665.75	39 $\frac{39}{100}$
	Wages, Drivers, Firemen and Cleaners.....	7561.27	4 $\frac{50}{100}$
		\$19646.46	11 $\frac{70}{100}$
Repairing.	1007 bushels Coal.....at \$0.15	\$151.05	
	34 $\frac{21}{100}$ cords Firewood.....at 2.31 $\frac{1}{16}$	79.14	
	165 gallons Oil.....at 0.83 $\frac{1}{5}$	137.28	
	400 $\frac{1}{2}$ lbs. Tallow.....at 0.11 $\frac{18}{100}$	44.67	
	603 lbs. Waste.....at 0.23 $\frac{2}{5}$	140.88	
	General Stock Materials.....	4008.50	
	Wages Mechanics, &c., repairing Engines..	7682.94	
		Work not done by Railway.....	800.53
		Old Stock Materials.....	326.93
		\$13371.92	7 $\frac{96}{100}$
Total cost of running and repairing.....		\$33018.38	19 $\frac{66}{100}$

(D.)

RICHMOND, January, 1864.

JAMES McDONALD, Esq.

Sir,—I beg to submit for your consideration the report of the Car Department, for the year ending 31st December, 1863.

FIRST CLASS CARS—10 in number.

Three of these cars have been painted, ornamented, and varnished, 14 new chilled wheels have been put under them, and other wheels repaired; also, new housings, and boxes and bushes, and general repairs where needed. There is now one in shop being rubbed down, ready to be painted, and others also require to be painted as soon as we can get room.

SECOND CLASS CARS—8 in number.

These cars have received general repairs, wheels, bushes, roofing, &c. Ringman's Patent Roofing has been put upon one of them. They are in general in good running order. Two new ones are under construction, and will probably be ready for the road early in spring.

BOX CARS.

These comprise 24 freight cars, 19 horse and cattle cars, and 1 sheep car; these cars have received heavy renewals; 167 new chilled wheels have been put under them; bushes supplied and other general repairs made. These cars have been heavily tasked, both in 1862 and 1863, to meet the requirements of the Traffic Department, as they are too few in number; they are kept steady on the train. Four new cattle cars are under construction.

PLATFORM CARS—103 in number.

These cars have had a great amount of general repairs, and renewals, such as bushes, &c; 120 repaired wheels have been put under them, and considerable carpenter's work has been done in putting in new end beams, buffers, trams, and other repairs. As this class of cars is exposed to the weather, employed in ballasting of the road, and some of the wood is of poor quality, decay has set in rapidly in some of them. They are in general in good running order, but require painting. These cars, I may add, have never been painted since they were built.

SIDE-TIP CARS—12 in number.

Eleven of these cars are in working order; if there could be shelter for them all it would preserve them materially.

SNOW PLOUGHS—3 in number.

These are in good order, but require a coat of paint.

I beg to make a few general remarks as to the requirements of the Car department. The stone shed now occupied by this department, although well adapted for building and repairing cars in, is not a suitable place for the painting to be executed. This is clearly proven by the cars which were painted there in the winter of 1862. The stone walls retain the dampness, and to heat it sufficiently to prevent the frost from taking effect upon the paint, would be attended with considerable expense. If dryers are resorted to, to harden and dry the paint, it cracks in summer and destroys the appearance of the car. The requirements of the road in summer, with the present number of cars, prevent our taking more than one at a time into the shop to be painted. And as there are other cars which will require varnishing, there would not be sufficient time in summer to keep the stock in that efficient state of repair which sound economy warrants. I would, therefore, recommend that you erect a building suitable for a paint shop, in which to do work of this kind; as also a small lumber shed, in which to protect the lumber required for the repair of the rolling stock from the weather, and get it thoroughly seasoned, thus adding very much to its durability.

The following is a statement of the rolling stock of cars:

First Class Passenger Cars	10
Second Class Passenger Cars	8
Box Freight Cars	24
Horse, Cattle, and Sheep Cars.....	19
Platform Cars	103
Side-tip Ballast Cars	12
Snow Ploughs	3
Scotch Car	1

Your obt. servt.

W. JOHNSTON.

(E.)

RICHMOND, 14th January, 1864.

JAMES McDONALD, Esq.,

Chief Commissioner N. S. Railway.

Sir,—I have the honor to submit the following report for the year ending 31st December, 1863.

The McBean cutting on the Windsor Branch, which has proved more or less troublesome every year since the road was first opened for traffic, again slipped in April last for a distance of nearly 500 feet. The superstructure was completely moved out of place for 126 feet, and so buried by the clay, that it was necessary to lay a new track, so that the trains might be passed through without causing more than a few minutes delay occasioned by shunting the trains in Fenety's and Mitchell's sidings. This was remedied in a few days and the regular traffic resumed; the material removed being used to widen the embankment at Fenety's Lake. In anticipation of a similar occurrence taking place during the coming spring, I had several hundred cubic yards of earth removed during the month of November last, thereby lightening the slope of the cutting. This was the only cutting on the whole road where any delay was occasioned to the traffic by reason of slips.

The slips in the cuttings both on the Main Line and Branch were generally heavier during the past year than in any previous year, and this entailed a very heavy increase in the expense of maintenance.

Owing to the slipping of the slopes of the clay cuttings, both on the Main and Branch Lines, during previous years, a very large amount of earth has accumulated in the drains and ditches, and has been excavated from them during the past season; the slopes have been lightened, the drains opened, and the stuff so excavated has been profitably employed in widening the neighbouring embankments. During the coming season a further amount of work of the same description must be performed in many of the heaviest cuttings, to reduce them to their proper width, provide the necessary drains, and to preserve the ballast from deterioration.

Care and attention has been paid to the proper cleaning of the drains, but a farther expenditure for this service will be required.

The retaining wall built during the autumn of 1862 at the Grand Lake embankment has proved to be of great advantage to the safety of the road at this point. The embankment at Waterloo Cove has on several occasions received considerable damage from the surf of the lake, and become very narrow on the lake side. To guard against any casualty or delay I have had 541 cubic yards of rock collected, in readiness to meet any emergency during the winter, and to construct a proper sea wall as early as the weather will permit.

Owing to a settlement in the western abutment of the Stewiacke Bridge, it was found necessary to remove the parapets for the purpose of

raising the girders to their proper level and replacing them to the centre of the road. The parts taken down were rebuilt; and the whole of the masonry in the abutments and pier was repointed. The longitudinal timbers have been replaced by new ones, and the defective planking renewed.

The masonry in several of the other bridges should be repointed during next summer.

The wing walls of the Dartmouth Road bridge near Bedford, show evident signs of failure and should be taken down and rebuilt.

I have renewed the planking on the bridge near Windsor Junction, also part of the bridge over Beaver Brook, and have had the defective piles in the Blackburn Pile Bridge strengthened and repaired, and the track placed to its proper height.

The masonry of four cattle guards and one open culvert between Richmond and Bedford, one open culvert near Beaver Bank Station, and one drain near Truro, has been taken down and rebuilt, and new pine stringers have been substituted.

New cattle guards have been built at Wardrop's crossing and Beaver Bank Station.

A large quantity of fencing has been repaired and renewed; and at many places has been taken down and rebuilt with new posts and sills, in consequence of the continual upheaving by the frost each successive spring; and the fact that a quantity had been rendered unserviceable by decay. A very large portion of the fencing affords little or no protection, particularly against animals of a smaller class; and the workmen employed on the Line, although exercising the greatest care and vigilance, are scarcely able to prevent the intrusion of cattle, and thus avoid accidents. The worst parts are from Richmond to Bedford, and from Grand Lake to Enfield Station on the Main Line; and from the Pile Bridge to the St. Croix Bridge on the Branch. The quantity of new fencing required to be built on the Main Line during the ensuing season, is 1552 lineal rods, and on the Branch 4480 lineal rods, and besides this there will be other portions which will require an expenditure for repairs and renewals.

The permanent way has been put in a fair state of repair. New ballast to the extent of 2194 cubic yards on the Main Line and 5110 cubic yards on the Branch has been spread, of this amount 1595½ cubic yards were taken from the Nine Mile River and proved to be clean sharp water gravel and of an excellent quality.

The average cost of ballast spread on road between Truro and Windsor Junction during the past season was 51½ cents per cubic yard, and from Windsor to Richmond was 50½ cents per cubic yard original cost of ballast not included. A large quantity of ballast will be required next summer, to place the road in good running order.

Twenty five thousand five hundred and eighty nine new sleepers have been placed in the track on the Main Line; and nineteen thousand eight hundred and ninety in the Windsor Branch, or a total of forty five thousand four hundred and seventy nine during the year, exclusive of new sleepers used in constructing sidings. I do not anticipate that the quantity of sleepers required for repairs during the coming season will exceed the quantity tendered for viz.: forty thousand.

The breakage of the joint chairs in 1861 was eight thousand six hundred and forty nine, in 1862 six thousand five hundred and three, and in 1863 only five thousand one hundred and sixty three. This diminution in quantity and consequently a reduction in the cost of maintenance, is owing to the use of the improved joint chair. I have been induced to prepare a new improved single chair on the same principle as the joint chair confidently hoping that it will give the same beneficial results.

New sidings have been constructed during the year at Rocky Lake for the accommodation of the ice trade at this point, and at Truro station.

The roofs of the Station house at Shubenacadie, and the Engine House at Truro have been newly shingled, and a considerable amount of repairs made on several of the other Station Buildings along the line. New doors have been placed on the wood shed at Truro. A new hay shed has been erected at Richmond, and will prove of much benefit to this important branch of traffic, cattle pens have been put up at Truro and Newport stations. The new siding at Truro will lessen in a great degree the large amount of labour in shunting trains. It is 714 feet in length, and is capable of holding twenty cars. The loading bank on either side of the new siding is 290 feet in length, and now affords increased facilities for loading and unloading, all the heavy freight brought to this station. To lessen the amount of labour and time at Newport station, the original siding has been shortened, the points placed more convenient to the station, and a through siding constructed on the west side of the Main Line. The front platform has been lengthened 104 ft. and a new loading bank erected on back siding 124 ft. in length. A new freight house has been built during the past year, and thus the difficulties heretofore experienced in loading, unloading, and storing freight, are now very much reduced, and every convenience afforded.

At Beaver Bank station the platform has been lengthened 30 ft. and the loading bank 40 ft., and a retaining wall built opposite the station to pass the public road and give room to lengthen the passenger platform.

At Richmond the loading bank has been partially repaired, and a crane has been put up for lifting freight of the heaviest class. The loading banks at Bedford and Elmsdale stations have been replanked and repaired.

During the past year the department has purchased and paid for 2076½ cords in addition to the quantity of wood contracted for, to meet the requirements of the traffic. The want of more accommodation for storing wood at Richmond and Windsor Junction stations is severely felt. I would therefore recommend that the present sheds be enlarged to contain at least 500 cords each.

The difficulties experienced in getting the Contractors for maintaining the line, to perform the work specified according to contract, induced me to recommend that the system be discontinued at the expiration of the several contracts, and that the maintenance be performed by days labor, under the immediate control and supervision of the Road masters. This was done; and I have to report that the change has been for the better, and has proved satisfactory to the interests of the road.

The large amount of extra labour performed in the removal of sleepers, ballasting, cleaning out drains, widening cuttings, excavating slips, and in repairs to the fencing, whilst they must have increased the cost of maintenance during the year, have all been of great benefit to the road.

I am, Sir,

Your obedient servant,

WM. MARSHALL.