

REPORT
OF THE
CHIEF COMMISSIONER OF RAILWAYS
FOR THE
PROVINCE OF NOVA SCOTIA,
FOR THE YEAR
1862.

Printed by order of the Governor in Council for the use of the Legislature.



HALIFAX, N. S.
E. M. McDONALD, No. 11 PRINCE STREET.
1862.

OFFICERS

OF THE

NOVA SCOTIA RAILWAY.

Chief Commissioner,
THE HONORABLE JONATHAN McCULLY.

THOMAS FOOT	Accountant.
WILLIAM MARSHALL.....	Road Inspector.
ABN. FEETHAM,) WM. FALKNER,) W. YOULD,)	Road Masters.
GEO. TAYLOR.....	Traffic Superintendent.
JOHN ADAMS.....	Assistant. do.
JAS. ALEXANDER.....	Freight Master, Richmond.
JEFFERY FOOT	Assistant.
* ARTHUR BUSBY.....	Ticket Master, do.
E. MORAN.....	Station Master, Bedford.
JAS. H. HODSON.....	do. do. { Junction, Rocky Lake, Leaver Bank.
* E. HARVEY.....	do. do. Uniacke.
W. L. SWEET.....	do. do. Newport.
* CHARES E. HARDING.....	do. do. Windsor.
GEORGE NICHOLS.....	do. do. Grand Lake.
* A. McDONALD.....	do. do. Elmsdale.
J. KIRKPATRICK.....	do. do. Shubenacadie.
* W. F. BOGGS.....	do. do. Stewiacke.
E. MCPHEE	do. do. Brookfield.
* H. MCCALLUM.....	do. do. Truro.
WILLIAM JOHNSTON, Superintendent Locomotive Department.	
WALTER U. JONES, Clerk.	
JEHU WARD, Car Inspector.	

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

REPORT.

RAILWAY OFFICE, HALIFAX,

12th JANUARY, 1863.

To the Honorable the Provincial Secretary :

SIR,—This, my third annual report, for the information of His Excellency the LIEUTENANT GOVERNOR, I have now the honor to submit. It embraces operations for the year terminating on the 31st day of December, 1862; and will be found to contain a condensed history of the transactions of the Nova Scotia Railways, for the previous twelve months.

It is with peculiar gratification that I hasten to record the fact, that not a single fatal casualty, nor a serious injury of any kind, has befallen a passenger or an employee of the department connected with the passenger trains, during the year 1862. Two or three casualties have occurred in consequence of persons attempting to mount working cars, while in motion. Particulars will be found in the report of the superintendent of the traffic department. It is often painful to witness the recklessness with which parties persist in such rash efforts, notwithstanding every kind of remonstrance addressed to them. The responsibility in this class of cases must of necessity rest with the victims of such indiscretion. To carry 104,524 passengers within the year, without injury or accident of any kind—nearly one-third of the entire population of the Province—is a gratifying fact to record. With the exceptions referred to, and in none of the cases could the slightest

blame be imputed to any of the officers of the department, not only has no fatal casualty occurred, but, as already remarked, no casualty of a serious character of any kind has befallen any passenger, or any person connected with the management of the Roads. Great credit is, I consider, due to the vigilance, care, and caution evinced by the officers in charge.

Some portions of the Nova Scotia lines have now been in operation for seven, others for six years, and the whole 92 miles for about four years. During this period embankments have, for the most part, become pretty well consolidated. As a consequence, a considerable amount of labour and material has been required from time to time to be expended in raising and repairing the roadbed, as it naturally became depressed and wasted. The Big Fill, so called at Grand Lake, about the close of 1861 gave a great deal of trouble, and put the department to considerable expense, which required to be borne in 1862. A heavy north-east storm, one bitter cold day, raised a tremendous lake-sea, which broke clean over the roadbed, burying it a foot deep in ice, and carried away some thousands of yards of material. This required to be immediately replaced. Finding it threatened with a similar casualty, during the autumn of 1862, I caused it to be thoroughly repaired, and a retaining wall to be built on the exposed side, which it is hoped will now secure this difficult, troublesome, and expensive Fill for the future.

The only other circumstance out of the ordinary routine, connected with the repair and upholdence of the lines for 1862, occurred on the Windsor Branch, in the month of April last. Ascending the high lands from Fenerty's lake towards Windsor, there are several heavy cuttings. The material is a soft, wet, spongy kind of clay. It has proved more or less troublesome every season. In the spring of 1862 a slide of between four and five thousand yards of earth occurred, which forced the road-superstructure for some distance completely out of its place, twisting the rails up like iron hoops, breaking the chairs, and blocking up the line, for several days. This, of course, entailed a very heavy extra charge upon upholdence for the year, and materially interfered with the earnings for a short time. Previously to this event the slopes were about one and a half to one. Now they are

in these places upwards of two to one. Whether they will stand at this inclination remains to be seen. I am rather apprehensive that they may not.

The renewal of sleepers for 1862 is a large item, as might be expected. Renewals for 1863 are not likely to be less, but rather more. Taking six years as the average life of a sleeper, it will be seen that about twenty-five thousand sleepers, in round numbers will soon be required annually to keep the Roadbed in repair.

The straining which the superstructure of the Nova Scotia Rail Roads are subjected to, in consequence of their being bare of snow so large a portion of the winter months, and the frost penetrating so deeply, is very severe upon the chairs—especially the joint chairs. By replacing the broken ones with a new and very much heavier article, of a better pattern, the Road Inspector assures me that this difficulty will, in his opinion, be greatly obviated in future. The effects of this mode of procedure are already manifest; but it is one of the items which materially tends to increase the expense of maintenance of way.

Enlarged activity at the Waverley gold district demanded that a siding, platform, and station house should be erected at Rocky lake. These, and similar operations have been completed and paid for out of the balance of construction funds, provided at the last Session of the Legislature. Being convinced that true economy requires that the road-bed of a railway should be kept in the highest and most efficient state of repair, I have acted upon this principle since I took charge of the department; and hence I am enabled to report, that the Nova Scotia railways were never in better order than at the close of the year 1862. A glance at the Accountant's tables will show that the disbursements during the year 1862, under this head, are materially in advance of those for 1861. In 1861 the outlay on maintenance of way and buildings was \$33,998.57; in 1862 \$37,366.93; excess in 1862 \$3,368.36. Whether it would have been wiser to have trimmed the slopes uniformly on the Nova Scotia lines, and seeded down all embankments and cuttings while the works were in course of construction, as was done in New Brunswick, is a question I am not called upon now to decide. It was not done, and passing from the lines of the European and North American Railway to Nova Scotia, the con-

trast in this respect is marked ; and yet, as regards the European and North American line, which is confessedly well managed, the working of the Nova Scotia railways, and the receipts for 1861, by no means compare unfavorably. In case of construction of railways hereafter, in Nova Scotia, I should strongly recommend the fished rail. By fishing, or splicing the joints, the line becomes as it were one continuous rail ; there is, consequently, no jar or shock as the wheels pass the joints, and the saving to the rolling stock in consequence, is enormous. Besides, the noise of a train is greatly diminished, and the motion much less disagreeable to passengers. The difference of expense between fished rails and those not fished, I learned during a recent visit to Canada, to be about forty cents a joint, or at the rate of about \$234 08 a mile of eighteen feet rails. Wherever renewals were being made in Canada, I observed that the fished rail was uniformly substituted, and greatly approved by managers. I shall not enlarge here on the subject of maintenance of way, but refer to the report of the Road Inspector on this subject, (Appendix A).

The number of passengers conveyed, (exclusive of drivers with horses and waggons, 8,504 ; of members of the Legislature, 107 ; volunteers, 479 ; school teachers attending public educational meetings, 138, passing free, and season ticket passengers, 1175.)

During the year 1862, is94,121.

Being in excess of 1861, by.....13,404.

The aggregate for 1862 being 104,524.

This, it must be admitted, exhibits a healthy ratio of increase in the passenger traffic, there being no known or ostensible reason for it, so far as I am aware, beyond the ordinary causes, namely—general prosperity and the facilities and saving resulting from a rapid and safe mode of conveyance.

The gross earnings of the ninety-two miles of road are exhibited in the abstracts attached to the Accountant's report, (Appendix B).

These exhibit the receipts from all sources,

for 1862 at.....\$139,106 71

Those of 1861 at..... 120,917 66

Increase for 1862..... \$18,189 05

The net revenue for 1862 is.....	\$37,181 48
“ “ for 1861 is.....	26,802 78

Showing an increase for 1862 of..... \$10,378 70

These are results of a very encouraging kind, and when it is remembered that for the year 1859, the road being then comparatively new, and the rolling stock almost unused, the working expenses exhausted the entire earnings of the lines, and left a deficit of \$8,397 31, to be provided for out of the general revenues of the Country (see Mr. Mosse's report for that year) it will, I am confident, be highly gratifying to the friends and promoters of railways in Nova Scotia, to witness results of so different a character in 1862; results which, I hope, may tend, in some measure, to rescue this branch of provincial enterprise from that unpopularity with which at one time it seemed to be threatened. Within three years the pecuniary improvement is measured

By a difference of.....	\$8,397 31 deficit of 1859,
Added to.....	37,181 48 net profit of 1862.

The aggregate being.....\$45,578 79,

A sum considerably more than one per cent. upon the entire capital invested in these works. If the railways of Nova Scotia, extending but sixty miles in one direction, and thirty in another, already exhibit such rapidly improving revenues, what might not reasonably be predicted, if connection were formed with the European and North American line of New Brunswick—and again with the Grand Trunk beyond, and its tributaries—with the Great Western of Canada, and by these with that immense network of railways of the States of America, east and west of the Alleghany Mountains?

Let it not be said, however, that while the permanent way has been cared for, the rolling stock has been neglected. Upon the locomotive branch of this service, the tables compiled by the railway accountant show an increased outlay, as follows :

For 1861, expense of locomotive power.....	\$33,543 77
In 1862, “ “ “	35,171 40

Increase in 1862..... \$1,627 63

The account with merchandize and passenger cars, for the respective years, stands thus:

1861, expense,	\$18,154 60
1862, "	20,784 29

Increased outlay in 1862.....	<u>\$2,629 69</u>
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In addition to the common and ordinary repair of the merchandize and passenger cars, which have been put and kept in good working order, as the car inspector's report will show (Appendix C), the whole of the box cars have been painted outside, and all the second class cars painted outside, and painted and varnished within, during the year. Two of the first class cars also have been thoroughly overhauled, rubbed down and painted anew, but the operation not being finished at the close of the year, the bill for painting will, in consequence, be a charge upon the revenues of 1863.

The new engine house at Richmond, I am happy to report, has so far realized all that was expected of it, and gives, I am glad to say, good satisfaction. The removal of the troops from the old engine house has enabled me to convert it into a carpenters' repair shop, which was greatly needed. Within it four new box cars have been built during the year, and it furnishes room for the painters, who have been at work upon passenger cars most of the season.

A new and commodious station house is now required at Richmond. So soon as any final decision shall be arrived at on the subject of the construction of an International line to Canada, I would recommend that a suitable station house be erected at the Halifax terminus, adapted to the future prospect, be it what it may. The present erections were never intended for more than temporary accommodation; and the time has about arrived, when, in my judgment, they should be removed and replaced with some suitable and substantial edifice.

The Superintendent of locomotives has prepared his annual report (Appendix D), giving full tabulated statements of the working of the several engines in use. The ability, zeal, and sound discretion which he has exhibited since he assumed the duties

of his office, I record with much satisfaction. On one inclement day during the late winter, no less than three of the best engines on the road came into shop disabled. The sudden changes of temperature of our climate, at a time when the road-bed is hard frozen, and entirely unyielding, are very detrimental to locomotive tyres. By foresight, however, and care, hitherto all difficulties have been overcome, and the locomotives kept in order. In my last annual report, I made special reference to No. 10 engine, as having been disabled and thoroughly repaired. I have not had my attention drawn to this particular engine since, until it was attracted by table No 1 of the addenda to Mr. Johnston's report, showing that during the year, it has run upwards of 21,000 miles, and upwards of 26,000 miles since it was repaired, as I am informed.

After a good deal of correspondence with the agent of the American telegraph company, we settled upon terms of agreement, whereby the several stations, or such of them as might be selected for that purpose, were to be connected with the company's lines.

A paper signed by me on the part of the Nova Scotia Government, was handed to Mr. Hoyt, to be executed by the company. He forwarded it, as he informed me, to the head office of the company at New York, but has never been able as yet to get it executed on their part, nor returned.

Eventually the company, without executing the agreement, consented that connections should, in the mean time, be made at the several railway stations, where desired, with their lines of telegraph, on the basis of the agreement drawn up, which has been done accordingly. The stations at Richmond, at Elmsdale, and Stewiacke, on the main line, and at Mount Uniacke, on the Windsor branch, are now connected by telegraph. The written agreement contemplated a new line of telegraph posts to be erected within the railway limits, but owing to some disappointment experienced by the company in getting suitable material, this work has not yet been commenced. Until this is done I should scarcely feel justified in making other or further connections, as their present lines are at considerable distance from some of the stations, where the connection would be most needed, and to connect would necessarily involve more expense than, for the accommodation of a single season, I should feel disposed to incur. What has been done will,

I trust, aid materially in working the lines, especially in winter, and in bad weather. Five new telegraphing instruments of the latest and best construction have been imported on behalf of the department, and the station masters, where connections have been effected, have had instructors, and are already able themselves to receive and forward messages. Some additional training will eventually tend to make them more adept in the science.

The Road Inspector's report, the Accountant's report and tables, the Car Inspector's report, the Locomotive Superintendent's report and tables, and the Traffic Superintendent's report, and valuable tabulated statistics (E) in the order named, constitute an appendix, and speak for themselves.

Except to record my approbation of the faithfulness and good conduct of the several subordinate officers presiding over the respective sub-divisions of departments, and those under their control, and to thank them for that cheerful co-operation afforded, which, under Providence, has secured so much safety and success during the year, I have nothing to add, but to subscribe myself,

Sir,

Your obedient servant,

J. McCULLY.

APPENDIX.

(A)

RICHMOND, January 6, 1863.

Hon. Jonathan McCully:

SIR—

I beg to submit the following report upon the state and condition of the Railway works under my superintendence:

The embankment at Barney's brook, widened by the contractor for upholdence, has now become more settled and the road straightened, so that trains can run at full speed when passing over this part of the line.

Heavy slips occurred last spring, in April particularly, on two large cuttings on the Windsor branch, covering the road-bed some five feet deep for a distance of nearly two hundred and fifty feet in length at each cutting, and prevented the trains passing through them for several days. Upwards of 4,000 cubic yards of excavations were required to clear out these cuttings, in consequence of which the embankments, wherever formerly lean or narrow, have been widened with the removed material.

Owing to continual damage occasioned by the heavy surf beating against embankment at Grand Lake, and so much risk of accident to trains, and in anticipation of difficulty there, I had collected, during the last summer, 500 cubic yards of rocks. These have, of late, been removed to Grand Lake, and a sea wall built with a batter of one-and-half horizontal to one perpendicular from water level, to within one foot of rails, all along the slope of embankment.

New ballast, to a large extent, has been spread on portions both of Main line and Windsor branch. At many places where embankments had subsided, ballast has been deposited, and the rails raised and properly adjusted.

The masonry and timber work of all bridges and culverts have been carefully inspected, and I have to report them in good order. The pile bridge near Mount Uniacke has been laid with new sleepers extending across the whole breadth of roadway, and properly spiked to each longitudinal beam. It may be necessary to put additional braces under the rails next summer, in order to obviate deflection.

Eight thousand three hundred and fifty new sleepers have been used on Windsor branch, and nine thousand five hundred and fourteen on main line, amounting, in the whole, to seventeen thousand eight hundred and sixty-four during the year; this is exclusive of a quantity used as previously stated in relaying pile bridge.

I am glad to report that the breakage in joint chairs this year has been considerably reduced compared with that of the preceding year. The number replaced in 1861 was eight thousand six hundred and forty-nine. In 1862 only six thousand five hundred and three have been required. This is partly attributable to the improved joint chair, and in part to road masters and contractors exercising more care in having the chair-bed properly levelled before fastening chair to sleeper, thereby reducing to some extent their liability to fracture in case of any sudden change from thaw to frost. In view of a still further reduction of this item of expense, the new contracts for furnishing sleepers are specified to be sawed sleepers instead of hewn, as formerly. The extra expenditure in this important item of upholdence will, I trust, be more than counterbalanced by the less frequent breakage of chairs.

The road-bed on both the Windsor branch and main line has been maintained and kept in excellent condition during the past year. The drains of cuttings have been thoroughly cleaned and properly attended to.

A new platform was erected at Scott's road, on Rocky Lake, for the accommodation of passengers and freight for the Waverly gold diggings. Owing to the increased traffic at this station, and the delay oftentimes experienced by passenger trains while unloading freight, it was found expedient to put in a new siding of sufficient length to hold six cars, and the delay previously entailed for want of this accommodation has now been obviated. A station house has also been provided at this place, and a comfortable shed at Horne's road.

For the better protection of firewood and wood sheds, it has been deemed necessary to fit the latter with substantial slide doors. The sheds at Richmond, Windsor Junction, Mount Uniacke, and Windsor, are completed.

The local freight traffic at Newport station is greatly inconvenienced at times for want of additional storage accommodation. I beg to recommend the erection of such at the earliest opportunity.

I remain, Sir,

Your obedient servant,

WILLIAM MARSHALL.

APPENDIX B.

RAILWAY OFFICE,
HALIFAX, January 27, 1862.

*To the Hon. Jonathan McCully,
Chief Commissioner of Railways:*

SIR,—

I beg to submit the following accounts and summaries, with their abstracts, showing the financial operations of the Nova Scotia Railways, for the year ending 31st December, 1862:

1st.—REVENUE SERVICE.

- B 1** Revenue Adcount, with abstracts,
 (a) Locomotive power.
 (b) Merchandize and passenge cars.
 (c) Maintenance of Way and buildings.
 (d) General charges.
- B 2** Comparative Statement of quarterly expenses, years ending
 31st December, 1862 and 1861.
- B 3** Monthly summary of receipts and expenses, year ending 31st
 December, 1862.

2nd.—CONSTRUCTION SERVICE.

- B 4** Capital account.

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

On reference to revenue account (**B 1**), it will be seen that the operations for 1862 compare favorably with those of 1861, there being an increase in the

Total receipts from all sources of.....	\$18189.05
An increase in the working expenses of.....	7810 35
Making an increase in the total nett receipts of.....	10378 70

Comparative statement of working expenses (**B 2**) shows the above increase to be as follows:

Locomotive power.....	\$1627 63
Merchandize and passenger cars.....	2,629 69
Maintenance of way and buildings.....	3,368 36
General charges.....	184 67
	<hr/>
	\$7810 35

ABSTRACT (a.)

LOCOMOTIVE POWER

Particulars.	Amount.	Total.
Wages of Drivers, Firemen and Cleaners.....		\$6815 59
Firewood consumed in Running.....	\$9644 26	
Oil.....	1246 63	
do.	641 53	
Tallow.....	355 65	
Waste.....		11888 07
Salary of Superintendent and Clerks.....		1358 29
Materials, &c., for repairing Engines and Tenders.....	4305 42	
Wages for repairing Engines and Tenders.....	6199 15	
Work not done by Railway for do.....	384 50	
Repairs to Machinery, Workshops and Engine Houses.....		10889 07
Repairs and Removal of Tools, Lamps, &c.....		1058 16
Water Pumping, Wooding-up, and Woodshed and Pump and Tank repairs.....		639 07
Miscellaneous.....		2068 40
		454 75
		\$35171 40

ABSTRACT. (b.)
MERCHANDISE AND PASSENGER CARS.

Particulars.	Amount.	Total.
Wages of Conductors, Bag men, Porters and Shunters.....		\$6886 59
Oil consumed for Packing.....	\$361 08	
Waste	56 95	
.....		298 03
Traffic Superintendent's Salary, Clerk and Office expenses.....		1308 94
Salaries of Station Masters and Freight Agents.....		4034 30
Materials, &c. for repairing Cars.....	2939 36	
Wages for	2848 36	
Work not done by Railway for do.	530 49	
.....		6318 21
Repairs to Workshops, and repairs and renewals of Tools, Lamps, &c.....		205 78
Small Groves used on the Trains		190 25
Fuel		108 48
Wages to Switchmen and Signalmen		581 85
Waybills and Overcharges on Goods forwarded and Tickets refunded.....		571 71
Miscellaneous.....		189 15
		\$29784 29

ABSTRACT (c.)
MAINTENANCE OF WAY AND BUILDINGS.

Particulars.	Amount.	Total.
Maintenance of Way by Contract (including fencing).....	\$18955 49	.....
Do. by day's labor, foremen and laborers' wages, &c.....	6255 50	.....
		\$25210 99
Salaries Inspector and Road Masters .....	.....	2756 17
Chairs, Spikes, Sleepers, &c.....	.....	8330 94
Small Stores.....	.....	79 13
Repairs of Tools .....	.....	13 10
Repairs to Stations, Wharves, Buildings and Platforms.....	.....	404 57
Repairs to Snow Ploughs.....	.....	541 13
Miscellaneous .....	.....	30 90
		\$37366 93

ABSTRACT (d.)
GENERAL CHARGES.

Particulars.	Total Amount.
Salaries Chairman, Accountant, and Office expenses	\$4892 95
Printing, Advertising, and Tickets.....	1101 33
Stationery	332 09
Damages to Animals and Goods.....	339 70
Station Watchmen.....	655 38
Fuel, Oil, Light, and Incidental Expenses at Stations.....	644 65
Miscellaneous	636 51
	\$8602 61

(B 2.)

COMPARATIVE STATEMENT OF QUARTERLY EXPENSES—YEARS ENDING 31ST
DECEMBER, 1862 AND 1861.

Date.	Locomotive Power.			Merchandise and Passenger Cars.			Maintenance of way and buildings.			General Charges.		
	Qtr. 1862.	Qtr. qtr. 1861.	Inc'ase.	Qtr. 1862.	Qtr. qtr. 1861.	Inc'ase.	Qtr. 1862.	Qtr. qtr. 1861.	Inc'ase.	Qtr. 1862.	Qtr. qtr. 1861.	Inc'ase.
March 31.....	8561 91	7672 39	889 52	4798 16	4029 91	768 25	7400 58	8190 06	189 42	2548 82	1873 06	675 76
June 30	9396 49	8128 30	1178 19	5232 87	4638 96	624 91	12161 30	10316 16	1846 20	2631 41	2631 93	600 40
September 30.....	8186 59	8630 61	444 02	604 11	5147 40	4388 56	9927 62	7563 62	1464 20	1732 71	2150 68	397 94
December 31.....	9116 59	9092 27	24 32	5604 86	5127 17	477 69	8777 45	7830 13	847 28	2239 61	1762 27	507 34
			2601 74						4157 78			1133 10
			464 11	464 11					739 47			998 43
									739 47			998 43
									3566 36			184 67
	855171 49	83543 77	1627 63	20784 29	18154 66	2929 69	47366 93	39938 57	8002 61	8107 91	184 67	

(B 3.)
MONTHLY SUMMARY OF RECEIPTS AND EXPENSES—YEAR ENDING DECEMBER 31, 1862.

Month.	Receipts from all sources.	Expenses.	Balance Revenue Surplus.	Balance Revenue Deficit.
January.....	\$8467 11	7749 52	726 59	.....
February.....	5626 17	6085 88	.....	1659 71
March.....	8789 30	8883 07	.....	93 77
April.....	9402 27	8794 55	607 72	.....
May.....	15233 66	10043 93	5189 73	.....
June.....	14381 34	9894 53	4486 81	.....
July.....	14634 59	8535 16	5499 43	.....
August.....	11540 68	7792 18	3747 90	.....
September.....	15172 49	7786 92	7385 57	.....
October.....	13261 19	9148 56	4112 63	.....
November.....	11174 58	7598 24	3576 34	.....
December.....	12423 93	9021 69	3402 24	.....
	189136 71	101925 23	38434 96	1136 48
	101925 23		1153 48	
Balance net Revenue..	\$87181 48		\$87181 48	

(B 4.)

Dr.

CAPITAL ACCOUNT.

Cr.

1861.	
Dec. 31.	To amount expended to this date, per last report \$4,268,716 66
	Less per credit acct. sundries 1,400 02 — \$4,267,316 63
1862.	
Dec. 31.	To old Engine House:
	Thos. Mitchell's claim.....1,061 00
	Reporting on condition, per order railway committee..... 120 00 — 1,181 00
	New wharf at Richmond, filling in 10 20
	Circular Engine House:
	Building.....465 07
	New Turntable 4 33 — 469 40
	Stations and Sidings, new.....553 05
	Buildings, new.....314 89 — 867 94
	Machinery, Rail Straightening Machine, &c..... 39 87
	Woodsheds and Tanks, new 46 67
	Permanent Way, new Cattle Guards, &c. 239 15
	Constructing and erecting Telegraph... 699 93
	Car Building 1140 92
	Constructing and metaling new road approaching Richmond Station..... 289 20
	J. McDonald & Forbes Black, extras, No. 2 Main Line, per order Railway Committee..... 800 00
	Miscellaneous..... 526 95 — 6,311 28
	4,273,627 91
	Less per credit acct., contra 226 10
	<u>\$4,273,401 81</u>

1861.	
Dec. 31.	By Cash received from Rec. Gen. to date..... \$4,267,628 27
1862.	
Dec. 31.	By Cash received from Rec. Gen. 5,654 53
	Cash per credit account:
	Expenses sale of Govt. lots paid 1861 returned to Department by Atty. General 1862 \$26 10
	Sale of old brick-making and wood-sawing engines at \$630 .00 on account.....200 00
	<u>\$226 10</u>
	4,273,282 80
	Balance overdrawn..... 119 01
	<u>\$4,273,401 81</u>

APPENDIX C.

RICHMOND, January, 1863.

Hon. Jonathan McCully:

SIR—

I beg leave to submit the following report upon the Cars for the past year:

FIRST CLASS PASSENGER CARS.

The roof of one has been repaired, the outside of another has been varnished, and the whole have received slight general repairs. Six new cast iron chilled wheels have been put under these cars during the year. Two are in shop being painted, and, in addition to these, it would be desirable to have other two painted ere long.

SECOND CLASS PASSENGER CARS.

All of these cars have been painted outside and inside; they have all received general repairs; forty new cast iron chilled wheels have been put under. All are in good order.

BOX CARS.

These comprise twenty freight, and nineteen cattle and sheep cars; they have all been painted; ten have had their roofs covered with new canvas, and two other roofs have been covered with gutta percha. Thirty-seven are in good running order, and two are now under repairs. Forty-four new cast iron chilled wheels, and one hundred and sixty repaired malleable iron wheels have been put under during the year. The balance of the old wheels, at present under this class of car, will nearly all have to be replaced during the year 1863. Four new box freight cars have been built on the works during the year.

PLATFORM CARS.

A large proportion of these are in good running order. Some of them are continually requiring repairs in wood work, in mountings, or in wheels. Twelve are at present undergoing repairs.

SIDE TIP CARS.

These cars are all in good order.

SNOW PLOUGHS.

The three ploughs have all been overhauled, and are now in good working order.

20

CAR SHOP.

The stone shed that was formerly appropriated to the engines has been transformed into a car shop, and is admirably suited for this purpose. This is what has long been required.

GENERAL REMARKS.

The rolling stock, generally, under my charge, is at present in better condition than it was this time last year. The great increase of the freight traffic causes a great deal more tear and wear than formerly, and the labor to keep up a sufficient number of cars, for the demands of the traffic, has increased in the same ratio. It is now evident that more cars must soon be built to meet the growing demands of the traffic.

List of Car Rolling Stock.

First Class Passenger Cars.....	10
Second Class Passenger Cars	8
Box Freight Cars*.....	24
Horse, Cattle, and Sheep Cars.....	19
Platform Cars	101
Side Tip Ballast Cars.....	12
Scotch " "	1
Snow Ploughs	3

Your obedient servant,

JEHU WARD,
Car Inspector.

*In previous returns of the box cars, an error in the number existed. There never were more than twenty upon the line, till now. There are now twenty-four.

J. W.

APPENDIX D.

RICHMOND, January, 1863.

Hon. Jonathan McCully,

SIR,—

Herewith I beg to submit the Returns in connection with the Locomotive Department, for the year ending 31st December, 1862 :

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 the averages.

In my last report I mentioned the completion of the New Engine and Turntable Shed. I have now much pleasure in saying, that after twelve months occupation of the building and use of the turntable, the accommodation is complete, and the benefits are manifold.

The want of telegraphic communication on the line, which was felt for so long a time, has at last been supplied, and is a great desideratum, and will much facilitate the safe working of the road.

With the exception of the interruptions to the trains, caused by the snow storms during the early part of the year, there is little worthy of remark.

Three locomotives have been painted, and in addition to general repairs there have been twelve new driving wheel tyres put on during the year. The hard and unyielding state of the road during the winter months is very destructive to both tyres and springs.

The locomotives that have been in use during the year are in good working order.

The following is a statement of the number of engines :

Passenger engines, from Nielson & Co., Glasgow.....	19
Ditto from the Portland Company.....	5
Ballast Engines.....	5
	Total.....—29

Your obedient servant,

W. JOHNSTON.

RETURN No. I.

STATEMENT OF MILEAGE AND CONSUMPTION OF STORES, FOR YEAR ENDING DEC. 31, 1862.

No. of Engines.	MILES RUN.						CONSUMPTION OF			
	Regular & extra passenger trains.	Extra freight trains.	Construction works.	Shunting and assisting trains.	Maintenance of way.	Total Miles.	Wood. cords.	OIL. gallons.	TALLOW. lbs.	WASTE. lbs.
1										
2										
3										
4										
5										
6	4998	1344		1436	2852	10630	245.25	85.50	385.00	185.00
7	13134	180		863		14177	314.50	111.00	434.00	213.50
8	16499	140		758		17397	360.00	104.75	501.00	254.50
9	18830			42		18872	500.50	125.25	756.50	280.00
10	20157	120		464	630	21371	471.00	159.25	641.50	352.50
11	6499	1088		1659	725	9971	278.75	95.00	441.00	180.50
12	16388	60		361		16809	455.75	116.00	608.50	293.00
13	7260			1470		8730	201.75	62.75	283.00	145.50
14	16534			977		17511	436.75	131.00	551.50	218.50
15										
16	421	1757		1212	130	3520	93.75	34.75	152.50	74.50
17										
18	1429	1779		452	809	4469	116.50	47.00	214.50	70.50
19	1489	1932		458	1520	5399	132.75	43.00	262.00	151.00
20	8662	45		853		9560	224.75	82.25	347.50	130.50
Totals 1862	132300	8445		11005	6666	158416	3832.00	1197.50	5578.50	2549.50
Totals 1861	140493		560	10081	4656	155790	4016.50	1156.62	6767.50	2564.00

RETURN No. 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 31st DECEMBER, 1862.

On what Line running.	Total miles run.	Total Wood burnt, Cords.	Total Oil used, gals.	Total, Tallow used, lbs.	Total Waste used, lbs.	Miles run to 1 Cord Wood.	Miles run to 1 gal. Oil.	Miles run to 1 lb. Tallow.	Miles run to 1 lb. Wa ste.	Average No. of cars in each Tr.
Halifax and Truro	76294	1661.00	549.75	2053.00	1049.50	45.93	138.77	37.16	72.69	11.02
Halifax and Windsor.....	56006	1476.75	408.00	2200.50	1014.00	37.92	137.26	25.45	55.23	10.62
Totals and Averages, Y'r. 1862.	132300	3137.75	957.75	4253.50	2063.50	42.16	138.13	31.10	64.11	10.82
Year 1861, for comparison	132517	3362.37	913.87	5663.50	2170.75	39.41	145.00	23.39	61.04	11.66

RETURN No. 3.

SHOWING MILES RUN ON ALL SERVICES, WOOD, OIL, TALLOW AND WASTE CONSUMED,
TOGETHER WITH THE AVERAGES, FOR THE YEAR ENDING 31st DEC., 1862.

How employed.	Total miles run	Total Wood burnt. cords.	Total Oil used. galls.	Total Tallow used. lbs.	Total Waste used. lbs.	Miles run to one cord wood.	Miles run oil to one gallon oil.	Miles run to one lb. tallow.	Miles run to one lb. waste.	Average No. of Cars in each Train
Halifax and Truro.....	80743	1760-25	595-50	2237-00	1097-50	45-87	135-58	36-09	73-56	11-24
Halifax and Windsor.....	60032	1572-50	444-50	2428-50	1112-00	38-15	134-98	24-04	53-95	10-91
On Construction Works.....										
Shunting and assisting trains	11995	332-25	91-00	600-50	171-50	33-12	120-93	18-32	64-16	
Maintenance of Way.....	6666	167-00	66-50	302-50	168-50	39-91	100-24	22-03	39-56	7-00
Totals and averages year 1862	158416	3832-00	1197-50	5578-50	2549-50	41-34	132-28	28-39	62-13	11-15
Year 1861 for comparison.....	155799	4016-50	1156-62	6767-50	2564-00	38-79	134-71	23-02	60-76	11-67

Regular and
Extra
Trains

APPENDIX E.

RICHMOND, January, 1863.

To the Hon. Jonathan McCully,
Chief Commissioner of Railways:

SIR,—

I beg to submit for your consideration the following report and returns, showing the earnings from the different sources of traffic upon the Nova Scotia Railways for the past year, ending 31st December, 1862:

- Return (a 1) Superintendent's account current with Revenue.
 “ (b 1) Various sources of revenue and aggregate earnings at each station.
 “ (c 1) Mileage of trains, number of passengers, and quarterly receipts on Main Line and Windsor Branch, and summary of totals.
 “ (d 1) Number of passengers of each class carried per month, and recapitulation.
 “ (e 1) Monthly receipts of local and through passengers at the respective stations.
 “ (f 1) Monthly receipts for horses and waggons.
 “ (g 1) Monthly earnings of outward and inward freight traffic at each station.
 “ (h 1, i 1) Comparative statement of earnings on Main Line and Windsor Branch for 1861 and 1862.
 “ (j 1) Number of first and second class passengers carried from each station, and amounts received respectively.
 “ (k 1) Description of freight forwarded from each station.
 “ (l 1) Weight of freight received at, and forwarded from, Richmond terminus.

The aggregate earnings of the railway during the past year, 1862, as per returns, amount to the sum of \$132,699.33. According to arrangements, there have been certain services performed not entered in the returns, the amount of which I deem consistent to show here, in order to exhibit the entire operations of this department—

	\$132,699 33
Members of Legislative Council, House of Assembly, and Officers, during the Session.....	\$158 63
Volunteers attending shooting match at Truro and presentation of colors at Halifax.....	1294 65
School-teachers attending conference meeting at Halifax.....	220 26 — 1613 57
Making a total for 1862 of.....	13372 99
“ “ 1861	116343 75

The gross receipts from passenger traffic, as per returns, amount to	\$63489 84
Carriage of Members	\$158 66
“ Volunteers	1294 65
“ Teachers	220 26
	<hr/>
	1673 57
Total amount of passenger traffic.....	65163 41
“ “ for 1861	57800 07
	<hr/>
Shewing an increase of.....	\$7363 34

The business in conveyance of horses and waggons exceeds that of 1861 by \$1785.56.

The freight earnings during the past year, 1862, exhibit a favorable increase over previous years, viz. :

1860.	1861.	1862.
\$38,769 89	\$47,212 95	\$55,493 26

Shewing that 1862 exceeds 1861 by \$8,280.31, and 1860 by \$16,723.37.

The total weight of freight moved, including horse and waggon traffic, is 42,135 tons; average receipts per ton moved, \$1.64; the receipts per ton per mile is 5.81, or nearly 6 cents

The number of passengers carried during the past year, as per returns	94,121
Members of Legislature.....	107
Volunteers	479
Teachers	138
Holders of season tickets*.....	1175
	<hr/>
	1,899
	<hr/>
	96,020

Being an increase over 1861 of 14,661 passengers, exclusive of 8,504 teamsters carried free.

Mileage of regular and special trains exceeds that of 1861 by 6,358 miles.

You will observe from the comparative statement for 1861 and 1862 there has been a general increase upon all branches of the traffic; the excess in passenger receipts on Main Line and Windsor Branch are nearly the same. The other descriptions of traffic also exhibit an improvement, particularly on the “branch” as per table :

	Main Line.	Windsor Branch.
1862	\$30,913 89	\$24,579 37
1861	29,101 18	18,111 77
	<hr/>	<hr/>
Increase in 1862.....	\$1,812 71	\$6,467 60

* Calculated according to amount of each ticket. In 1860 and 1861 holders of season tickets were merely counted as one passenger.

There has been an increase in "through" passenger traffic, both east and west, particularly the latter. The returns per Bay of Fundy route exceed those of 1861, notwithstanding the incomplete connection at St. John during the months of August and September, caused by the withdrawal of one of the steamers plying between St. John and Boston. Consequently a detention of several days occurred to all passengers from the "States," which undoubtedly affected the travel. The excitement of gold discoveries near Elmdale and Rocky Lake may have been the means of contributing to the local increase of passengers.

The large increase in freight on the Windsor Branch may be fairly attributed to the flourishing condition of ship building in the vicinity of Windsor and Bedford. To those places the transportation of timber formed a large item of business; and the abundant crop of agricultural produce and fruit in the western counties, a large proportion of which was forwarded to Halifax via Windsor. There is no doubt that this trade is capable of large augmentation. A very satisfactory commencement has been made this year. The competition by water being abundant, every inducement ought to be extended to parties engaged in this branch of industry, in order to secure, as far as possible, the trade.

Notwithstanding the extension of sidings at Richmond in 1861, the increased freight business warrants facilities, on a more extensive scale, being provided in siding and store accommodation, in order to meet the requirements of the trade. During the past season many difficulties have been experienced, and detentions occurred, owing to the limited accommodation at present available to conduct the traffic. A set of "track scales" are also much wanted at Richmond, so that the overloading of cars may be prevented, which is not only dangerous in operating the traffic, but ruinous to the rolling stock.

The new station at Rocky Lake (Waverly Gold Diggings) has been of considerable advantage to those engaged in gold mining operations, bringing Railway communication within two miles of the gold fields. The siding laid down at that station proves to be a great accommodation to the freighting public. Apparently a large trade will be done in the transport of coal for the use of steam power engaged in quartz crushing; over 400 tons of this article have already been forwarded, and I anticipate a still larger business during the present year, as several new crushers are in course of construction, and gold-mining operations are being prosecuted with the utmost vigor.

At Brookfield and Truro stations, alterations in sidings are required, in view of affording freighters better facilities in loading heavy timber, lumber, &c.; those articles promise to contribute largely to the interests of the road, it being essential to encourage and foster this enterprise, in providing loading ground and sidings apart from the main line, so as to insure greater safety, and obviate, as far as practicable, detention to the trains.

At Beaver Bank and Newport stations, further accommodation is wanted, particularly the latter; an extension of platform, and also a freight store, is indispensable, as the general business at that station continues to improve.

The increased traffic at intermediate stations, and additional flag stations, having been established, causes delay to the trains, consequently a higher rate of speed is carried out in running between stations, in view of making time. A high speed with heavy trains operates seriously upon the rolling stock. If the business would warrant a separation of passenger and freight trains, doubtless it would give more satisfaction to a portion of the travelling public, as the long delay at stations could then be obviated. I hope the time is not far distant when this can be carried out to advantage.

Special trains might be run, during summer, in connection with the Bay of Fundy Steamer, when regular trains would not answer, within two hours, providing the travel would warrant it.

The telegraph connections which have already been made at several of the important stations on the line, will enable operations to be conducted more satisfactorily, particularly during snow storms, or in cases of accident.

The arrangements entered into with the proprietors of the steamer plying between Windsor and St. John, the European and N. A. Railway, the proprietors of the steamer between Shediac and Pictou, and with W. H. Hyde, of Stage line, between Pictou and Truro, to issue round trip tickets, was commenced in July last. Sixty-six tickets were sold. I have no doubt, when this route becomes properly established, that parties engaged in business will find it advantageous; and pleasure seekers could not desire a more pleasant tour during the summer months, possessing, as it does, the various modes of transport, viz., Railway, Steamboat, and Stage Coach, passing through the provinces of Nova Scotia, New Brunswick, and P. E. Island. The travel during the past year has quite exceeded my anticipation. The system of tickets adopted, being that of exchanging checks, does not appear to have given the desired satisfaction. The frequent necessity, by this arrangement, of having tickets exchanged by each company, is annoying to travellers, besides the possibility of mistakes occurring, which must cause difficulty in adjusting the accounts. I beg to recommend that the regular coupon ticket, used in the United States, Canadas, and by this department for through travel, be substituted; they are easily understood, and passengers can see at a glance the entire route.

During the past year four freight cars have been built, and placed on the line. I would recommend that the plant be further augmented by having three or four cattle cars built, on an improved and modern pattern, when the same number of our present stock can be appropriated with advantage to hay traffic, they being large and roomy; also two second class cars, the same length as our present first class, fitted up with baggage apartment in one end, and provided with powerful breaks, to be used on Windsor branch, the grades being heavy.

During the past year the trains have run regularly, with two exceptions, viz., a snow storm in March, and a land slide in April, partially obstructing operations on Windsor branch for several days.

I regret to record four casualties which have occurred during the past year, resulting fatally, viz.:

On 11th July a colored man at Newport station, employed by Wood Contractor; and on 18th September, a person in the employ of Still Water Mill Company and working on wood train; in both instances those parties came by their death while incautiously attempting to get on the train when in motion.

On the 7th November a man was found in the morning by one of the repairmen, near Cobequid Road, having one of his legs nearly cut off. How he came there remains a mystery. And on 4th December, John Barrat and two others employed on repairs, recklessly attached a trolley to the rear of the train at Beaver Bank, and when near Fenerty Lake the vehicle left the rail, killing the former instantly, and injuring the others. I am glad to say that no passenger or employee of the department has received any injury during the past year. Every care is used by the officers in preventing people unnecessarily exposing themselves.

I am, Sir,

Your obedient Servant,

GEO. TAYLOR.

(A 1)

NOVA SCOTIA RAILWAY.

Superintendent of Traffic Department in account with Revenue.

Dr.				Cr.			
1862.				1862.			
Jany. 1.	To	Balance from December.		Dec. 31.	By	Cash paid Railway Commis-	
		1861.....	\$2973 67			sioner	\$131037 53
Mar. 31.	Receipts.	1st quarter...	\$22720 31			Overcharges on freight	229 68
June 30.	"	2d "	36227 23				
Sept. 30.	"	3d "	37741 71			By balance	131267 21
Dec. 31.	"	4th "	36010 08			By balance arrears at Stations	4405 79
			<u>132699 33</u>				<u>\$135673 00</u>
			<u>\$135673 00</u>				<u>\$135673 00</u>

GEO. TAYLOR,

Superintendent of Traffic.

[B 1]—VARIOUS SOURCES OF REVENUE AND AGGREGATE EARNINGS OF EACH STATION, FOR THE YEAR ENDING 31st DECEMBER, 1862.

Nname of Agent.		Station.	Passenger Traffic.	Horse & Wag'n Traffic.	Freight Traffic.	Total.
Arthur Busby.....	Passenger Agent..	Richmond	\$23219 45	\$4724 44		\$27943 89
Jas. Alexander.....	Freight do. ..	do.			\$20802 09	20802 09
E. Moran.....	Station Agent....	Bedford.....	2560 47	400 81	1490 36	4451 64
J. H. Hodson.....	do.	Rocky Lake.....		53 08	349 84	402 92
do.	do.	Windsor Junction	1302 52	21 40	660 37	1984 29
George Nichols.....	do.	Grand Lake.....	202 16	66 70	33 78	302 64
A. G. McDonald	do.	Elmsdale.....	1851 61	587 54	1577 41	4016 56
do.	do.	Fletcher's.....			48 13	48 13
do.	do.	Truro Road			33 30	33 30
A. Kirkpatrick.....	do.	Shubenacadie ...	1638 40	305 43	2383 40	4327 23
W. F. Boggs.....	do.	Stewiacke... ..	1125 49	658 13	1057 03	2840 65
Edward McPhee	do.	Brookfield	1135 60	446 12	1617 47	3199 19
Hugh McCallum	do.	Truro	6879 66	1814 93	7046 28	15740 87
J. H. Hodson.....	do.	Beaver Bank.....	390 39	78 04	263 37	731 80
Job Harvey.....	do.	Mount Uniacke...	1029 60	354 03	496 19	1879 82
G. L. Sweet	do.	Newport.....	2073 23	591 19	2381 48	5045 90
Chas. E. Harding.....	do.	Windsor	9857 82	3614 39	8999 89	22472 10
John Murray	Conductor.....		320 08			320 08
Elisha Loasby	do.		259 53			259 53
A. K. Adams.....	do.		87 96			87 96
John Ryan	do.		511 13			511 13
J. McArchibald	do.		638 03			638 03
Robt. Duncan.....	do.		12 47			12 47
H. Hyde	Stage Proprietor..		2146 63			2146 63
T. L. Lindsay.....	do.		1415 27			1415 27
J. King & Bros.....	Steam Boat do....		2340 00			2340 00
E. G. Fuller	do.		28 00			28 00
Season Tickets.....	do.		1624 25			1624 25
Commissariat	do.		578 09			578 09
Special Trains	do.		130 00			130 00
Round Trip Ticket	do.		132 00			132 00
General Post Office	do.				2400 00	2400 00
P. Way Con. (engine and car hire)...	do.				3678 87	3678 87
Construction..... do.....	do.				174 00	174 00
Total.....			\$63489 84	\$13716 23	\$55493 26	\$132699 33

GEO. TAYLOR.

C 1.

STATEMENT SHOWING MILEAGE OF TRAINS, NUMBER OF PASSENGERS, AND QUARTERLY RECEIPTS FOR THE YEAR ENDING DECEMBER 31, 1862.

	Quarter ending	Mileage of Trains.	Number of passengers.			Amount received for			
			1st.	2nd.	Total.	Passengers.	Horse & waggon	Freight.	Total.
MAIN LINE.	March 31.....	19741	2361	5585	7946	\$5584 98	1817 37	6322 51	13724 86
	June 30.....	20613	4873	9525	14398	8656 41	862 87	8276 17	17795 45
	September 30.....	21841	6996	9852	16848	10178 09	1324 27	8702 40	20204 76
	December 31.....	21161	4396	10722	15118	9212 38	2307 38	7612 81	19132 57
	Total.....	83356	18626	35684	54310	33631 86	6311 89	30913 89	70857 64
WINDSOR B R A N C H.	March 31.....	14105	1945	3707	5652	\$3923 31	1235 31	3836 83	8995 45
	June 30.....	17397	5368	7049	12417	9332 33	823 64	8275 81	18431 78
	September 30.....	17228	6225	5846	12071	9347 39	2243 81	5945 75	17536 95
	December 31.....	15325	4117	5554	9671	7254 95	3101 58	6520 98	16877 51
	Total.....	64055	17655	22156	39811	29857 98	7404 34	24579 37	61841 69
SUMMARY. MAIN LINE AND WINDSOR B R A N C H.	March 31.....	33846	4306	9292	13598	9508 29	3052 68	10159 34	22720 31
	June 30.....	38010	10241	16574	26815	17988 74	1686 51	16551 98	36227 23
	September 30.....	39069	13221	15698	28919	19525 48	3568 08	14648 15	37741 71
	December 31.....	36486	8513	16276	24789	16467 33	5408 96	14133 79	36010 08
	Total*.....	147411	36281	57840	94121	63489 84	13716 23	55493 26	132699 33

* Mileage of engines engaged in shunting and assisting trains not included.

GEORGE TAYLOR.

(D1)

STATEMENT SHEWING THE NUMBER OF PASSENGERS FOR THE YEAR ENDING DEC. 31, 1862.

MAIN LINE.					WINDSOR BRANCH.				
	1st class.	2nd class.	Total.	Total.		1st class.	2nd class.	Total.	Total.
January....	886	2196	3082	7946	January...	759	1259	2018	5652
February...	654	1385	2039		February..	537	901	1438	
March.....	821	2004	2825		March.....	649	1547	2196	
April	1088	2859	3947	14398	April	1125	2361	3486	12417
May.....	1595	3464	5059		May.....	1697	2390	4087	
June	2190	3202	5392		June	2546	2298	4844	
July.....	2398	3629	6027	16848	July.....	1975	2075	4050	12071
August	2225	2796	5021		August.....	2051	1650	3701	
September.	2373	3427	5800		September	2199	2121	4320	
October....	1756	3482	5238	15118	October....	1766	1750	3516	9671
November.	1196	3432	4628		November	1232	1676	2908	
December..	1444	3808	5252		December.	1119	2128	3247	
Total.....	18626	35684		54310	Totals...	17655	22156		39811

RECAPITULATION.—Main Line, 1st class, 18,626. 2nd class, 35,684. Total 54,310.

Windsor B. " 17,655. 2nd class, 22,156. Total 39,811.

Totals.....—94,121

(E1)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS, AND IN THE CARS, &c.
FOR THE YEAR ENDING DECEMBER 31, 1862.

PASSENGERS.

STATIONS, ETC.	January.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Dec.	Aggre'e.
Richmond.....	\$1531 52	948 09	1241 99	1617 88	2120 79	2640 93	2681 53	2127 94	2528 10	2080 44	1757 67	1942 57	23219 45
Bedford.....	136 17	78 27	106 83	169 54	188 68	239 83	279 40	283 25	305 69	276 91	252 57	243 33	2560 47
Windsor Junction.....	62 54	46 45	81 44	112 98	152 52	137 43	136 67	91 61	140 16	109 74	122 60	108 38	1302 52
Grand Lake.....	11 53		17 58	5 24	31 80	11 68	17 19	39 89	37 21	16 65	5 76	7 63	202 16
Elmsdale.....	85 68	61 91	90 07	131 04	178 87	191 03	232 17	172 09	176 85	186 25	178 22	167 43	1851 61
Shubenacadie.....	118 97	74 43	119 33	116 45	142 09	152 24	181 46	123 45	185 83	159 22	118 25	146 68	1638 40
Stewiacke.....	82 31	59 54	69 93	92 23	98 65	100 66	138 36	97 04	92 63	93 48	96 40	104 26	1125 49
Brookfield.....	87 04	52 22	72 72	78 88	93 85	108 67	119 16	90 52	94 13	98 93	112 63	126 85	1135 60
Truro.....	496 31	367 36	470 53	576 61	545 19	661 39	727 67	593 66	710 81	652 44	511 89	566 46	6879 66
Beaver Bank.....	30 54	13 90	24 87	34 83	38 55	38 67	54 75	27 45	35 01	40 41	25 23	26 18	390 39
Mount Uniacke.....	58 72	43 12	92 50	108 14	98 87	97 83	106 66	77 45	90 56	93 66	77 30	84 79	1029 60
Newport.....	138 12	153 60	100 85	161 53	188 48	220 48	171 63	208 92	192 80	173 03	178 56	185 17	2073 23
Windsor.....	444 18	322 01	479 51	996 58	1049 22	1271 16	906 58	828 50	1044 41	959 29	769 80	786 57	9857 82
Conductors.....	102 29	82 4	121 38	140 84	157 98	189 31	198 41	162 22	196 10	172 88	151 54	153 81	1829 20
H. Hyde, Stage Co....	57 38	46 7	41 31	65 03	281 52	274 64	236 39	250 92	269 28	322 07	167 54	133 88	2146 63
T. S. Lindsay, ".....	70 38	62 73	59 67	88 74	206 55	130 81	108 64	102 51	123 94	195 84	130 05	135 41	1415 27
J. King & Co., S.B.Co.....				78 00	293 00	389 00	378 00	300 00	384 00	334 50	163 50	20 00	2340 00
E. G. Fuller.....					25 00	3 00							28 00
Season Tickets.....	88 25	122 00	115 00	162 50	218 25	107 00	97 50	206 75	78 50	173 75	146 50	108 25	1624 25
Commissariat.....			5 10			169 08			221 73			182 18	578 09
Special Trains.....	61 00				7 00		50 00		12 00				130 00
Round Trip Tickets...												132 00	132 00
TOTALS.....	\$3662 93	2534 75	3310 61	4737 04	6116 86	7134 84	6822 17	5783 57	6919 74	6139 49	4966 01	5361 83	63489 84

(F 1.)

Statement of Monthly Receipts at the Respective Stations, for the year ending December 31, 1861.

HORSE AND WAGGON TRAFFIC.

	Jany.	Feby.	March	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Aggregate.
Richmond.....	\$474 71	303 00	314 32	94 81	265 16	311 08	313 49	318 50	540 90	586 69	588 74	613 04	4724 44
Bedford.....	29 25	19 90	22 33	10 05	26 85	20 94	50 70	29 46	45 24	43 84	56 58	45 67	400 81
Windsor Junction.....	1 69	3 05	4 95	2 49	3 53	1 04	2 10			25		2 30	21 40
Grand Lake.....	11 75	6 35	4 40	85	1 00	3 89	8 94	6 89	3 25	8 45	7 15	3 78	66 70
Elmsdale.....	37 35	15 74	32 06	16 71	29 02	36 54	63 54	61 40	80 20	81 87	76 72	56 39	587 54
Shubenacadie.....	21 50	18 91	21 40	5 94	12 21	30 62	36 02	22 32	40 05	33 41	34 22	28 83	305 43
Stewiacke.....	93 42	41 52	25 19	20 53	14 75	43 01	55 42	34 79	21 19	94 71	130 31	83 29	658 13
Brookfield.....	95 59	21 42	20 42	22 64	34 44	31 33	30 02	14 19	18 84	32 32	72 98	51 93	446 12
Truro.....	419 78	127 02	126 85	19 26	78 36	76 18	112 92	75 61	141 60	94 75	194 82	347 78	1814 93
Rocky Lake.....						5 84	10 51	3 62	7 79	6 55	10 68	8 09	53 08
Beaver Bank.....	10 75	2 85	9 88	3 95	4 34	7 17	8 22	3 66	11 21	3 30	7 52	5 19	78 04
Mount Uniacke.....	26 65	13 17	7 68	12 60	24 76	30 81	34 23	29 09	48 51	57 72	43 63	25 18	354 03
Newport.....	15 65	7 30	15 64	18 71	23 37	27 50	27 70	51 10	159 42	126 99	79 35	38 46	591 19
Windsor.....	291 32	165 43	172 49	51 39	93 13	169 71	153 53	190 03	701 88	640 93	497 31	487 24	3614 39
	\$1529 41	745 66	777 61	279 93	610 92	795 66	907 34	840 66	1820 08	1811 78	1800 01	1797 17	13716 23

(61)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR THE
YEAR ENDING DECEMBER 31, 1862.

—
FREIGHT.

STATIONS, &c.	January.	February.	March.	April.	May.	June.	July.	August.	Sept.	October.	Novr.	Decr.	Aggregate
Richmond.....	\$1242 24	872 28	1696 28	1868 35	2433 02	1528 55	1515 16	1340 32	2311 77	2339 52	1969 83	1684 77	20802 09
Bedford.....	23 24	12 17	69 85	169 82	291 82	172 54	133 36	174 00	144 03	148 09	92 32	50 12	1490 36
Rocky Lake.....						9 29	14 11	19 79	54 38	71 65	60 58	120 04	349 84
Windsor Junction.....	97 63	7 05	43 53	58 09	55 55	72 71	36 88	34 23	66 09	40 84	105 75	42 02	660 37
Fletcher's.....	1 70	2 27	2 98	3 63	5 11	6 86	6 80	2 01	2 25	3 23	6 13	5 16	48 13
Grand Lake.....	1 64	1 50	5 79	11 48	2 76	80	3 21	3 50	94	47	1 28	41	33 78
Elmsdale.....	56 20	47 41	61 77	110 44	188 95	175 81	161 22	144 14	186 73	141 17	162 48	141 09	1577 41
Truro Road.....	1 12	40	4 68	3 89	4 03	1 04	1 92	1 66	52	10 58	2 86	60	33 30
Shubenacadie.....	134 82	118 16	181 40	206 44	251 46	226 49	257 49	225 44	222 32	144 63	208 33	206 42	2383 40
Stewiacke.....	86 90	60 81	61 09	117 18	90 80	70 41	136 39	114 02	84 63	81 40	60 73	92 67	1057 03
Brookfield.....	104 56	98 32	112 45	107 04	176 34	127 07	186 52	142 74	144 11	141 01	135 00	143 31	1617 47
Truro.....	737 29	416 27	607 53	410 29	723 17	590 46	788 85	542 31	599 95	586 14	471 93	572 09	7046 28
Beaver Bank.....	19 45	8 96	42 94	40 46	23 06	19 89	26 45	11 31	28 25	12 79	15 39	14 42	263 37
Mount Uniacke.....	97 61	12 79	55 29	56 80	58 10	32 65	40 78	18 86	27 60	40 86	22 23	32 62	496 19
Newport.....	255 73	177 06	216 39	180 04	238 34	181 74	176 75	138 11	195 49	209 71	190 83	221 29	2381 48
Windsor.....	394 49	445 51	687 79	896 13	1208 20	844 01	862 24	761 41	779 11	897 18	716 44	507 38	8999 89
Post Office.....			600 00			600 00			600 00			600 00	2400 00
Construction.....			174 00										174 00
Maintenance of Way.....					1187 00	714 87	466 00	140 00	572 00	177 75	125 25	296 00	3678 87
Totals.....	3254 62	2280 96	4623 76	4240 08	6936 71	5375 19	4814 13	3813 85	6020 17	5047 02	4347 86	4739 41	55493 26

(H 1.)

COMPARATIVE STATEMENT OF RECEIPTS ON THE MAIN LINE FOR THE YEARS ENDING
DECEMBER 31, 1861 AND 1862.

1861.

	January.	Feby.	March.	April.	May.	June.	July.	August.	Septbr.	October.	Novbr.	Decbr.	Aggregate.
Passengers...	\$1906 97	1556 39	1550 47	1992 05	2539 43	2893 87	3390 62	3575 01	2853 48	2966 42	2466 39	2681 17	30372 37
Horse & Wg'n	787 50	365 99	212 30	294 40	295 24	406 31	471 60	477 89	432 78	609 32	667 43	1059 00	6079 76
Freight.....	1295 69	1860 28	2345 73	2596 74	3091 10	2930 72	2872 89	2948 03	2597 51	2690 94	1780 52	2091 03	29101 18
Totals.....	\$3990 16	3782 66	4108 50	4883 19	5925 77	6230 90	6735 11	7000 93	5883 77	6266 78	4914 34	5831 20	65553 31

1862.

Passengers...	\$2267 40	1431 53	1885 99	2325 25	3077 02	3254 14	3721 95	3052 40	3403 74	3318 91	2750 78	3142 69	33631 86
Horse & Wg'n	1008 92	398 77	409 68	152 31	318 85	391 71	499 63	374 86	449 78	586 21	817 79	903 38	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 73	5679 23	7324 80	6643 43	5743 35	6745 79	70857 64

COMPARATIVE STATEMENT OF RECEIPTS ON THE WINDSOR BRANCH FOR THE YEARS ENDING
DECEMBER 31, 1861 AND 1862.

44

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	20857	98
Horse & Wg'n	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
Total.....	\$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

Increase in 1862.....	16,671 15
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GEO. TAYLOR.

(J 1.)—No. of 1st and 2d Class Passengers carried from each Station with am't received for the year ending Dec. 31, 1862.

Name of Station.	No. Passengers.		Amount received.		Aggregate.	
	First Class.	Second Class.	First Class.	Second Class.	No. passengers	Amts. received.
Richmond	12463	16299	\$127 07 47	\$105 11 98	28762	\$232 19 45
Bedford	2685	5225	1135 65	1424 82	7910	2560 47
Windsor Junction	437	3123	257 38	1045 14	3560	1302 52
Grand Lake	162	312	98 74	103 42	474	202 16
Elmsdale	680	3245	464 02	1387 59	3925	1851 61
Shubenacadie	877	1941	669 52	968 88	2819	1638 40
Stewiacke	571	1405	378 87	746 62	1976	1125 49
Brookfield	580	1539	320 85	814 75	2119	1135 60
Truro	2528	3817	3523 50	3356 16	6385	6879 66
Beaver Bank	238	1017	113 84	276 55	1255	390 39
Mount Uniacke	521	1784	326 77	702 83	2305	1029 60
Newport	1579	2689	938 97	1134 26	4263	2073 23
Windsor	5602	5159	6404 63	3453 19	10761	9857 82
J. Murray, Conductor.....	682	1786	67 78	252 30	2468	320 08
E. Loasby do.	356	1506	44 12	215 41	1856	259 53
A. R. Adams do.	208	430	20 41	67 55	638	87 96
J. Ryan do.	337	2642	76 32	434 81	2979	511 13
J. McC. Archibald.....	518	3339	83 08	554 95	3907	638 03
Robert Duncan	21	78	3 02	9 45	99	12 47
H. Hyde, Stage Proprietor.....	1468	.....	2146 63	.....	1468	2146 63
J. Lindsay do.	928	.....	1415 27	.....	928	1415 27
J. King & Co., Steamboat Proprietor.....	2342	.....	2340 00	.....	2342	2340 00
E. G. Fuller.....	28	.....	28 00	.....	28	28 00
Season Ticket.....	145	.....	1624 25	.....	145	1624 25
Commissariat	78	463	128 29	449 80	541	578 09
Special Trains.....	175	.....	130 00	.....	175	130 00
Round Trip Tickets	132	.....	132 00	.....	132	132 00
Totals	36281	57840	\$355 79 38	\$279 10 46	\$941 21	\$634 89 84

(K1)

**STATEMENT SHOWING DESCRIPTION OF FREIGHT FORWARDED FROM EACH STATION,
DURING THE YEAR ENDING DECEMBER 31, 1862.**

Name of Stations.	Single Horses.	Empty waggons or sleighs.	Loaded waggons or sleighs.		Total weight of Freight in tons.	Dry Goods, boxes and bales.	Sundry boxes.	Sundry bags.	Sundry barrels.	Sundry packages and parcels.	Pieces of furni- ture.	Molasses and Sugar, puns. and hhds.	Molasses, Sugar and Liquor, casks and kegs.	Liquors, puns. and hhds.
			No.	weight in tons.										
Richmond.....	3305	2008	1078	570	7817	4307	10816	3926	3200	8967	2447	1517	4004	1368
Bedford.....	595	444	117	59	649	2	54	.....	.....	230	65	34	26	9
Grand Lake.....	88	32	52	20	474	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elmsdale and Truro road }	564	289	264	139	5683	.....	90	.....	.....	200	2	.....	2	.....
Fletcher's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shubenacadie...	311	210	86	47	1699	15	213	.....	.....	155	50	1	4	3
Stewiacke.....	454	154	261	167	839	11	343	.....	.....	611	14	3	.....	3
Brookfield	34	162	125	93	1371	5	143	.....	.....	98	75	.....	.....	.....
Truro.....	965	415	396	440	4150	.....	820	.....	20	539	130	.....	.....	.....
Windsor Junc'n	40	31	3	2	2575	2	89	.....	.....	74	15	.....	.....	.....
Beaver Bank....	230	45	66	15	1882	.....	13	.....	.....	61	7	.....	.....	.....
Mnt. Uniacke } & Stilwater }	349	150	197	117	3175	2	87	.....	36	148	46	.....	.....	.....
Newport.....	109	200	157	136	5357	12	73	.....	173	173	39	2	39	3
Windsor.....	1419	442	1120	931	2415	5	1475	.....	.....	4758	250	81	286	35
Totals.....	8463	4582	3922	2736	38086	4451	14216	3926	3429	16014	3140	1599	4361	1421

(K1) Continued.

**STATEMENT SHOWING DESCRIPTION OF FREIGHT FORWARDED FROM EACH STATION
DURING THE YEAR ENDING DECEMBER 31, 1862.**

Name of Stations.	Tobacco, kegs.	Flower barrels.	Meal, bags & barrels.	Potatoes, bags.	Oats and other Grain, bags.	Hay, bundles.	Straw, bundles.	Apples, barrels.	Beef, Mutton, & Pork, bls. & cs.	Beef, Mutton, & Pork, in lbs.	Veal, in carc's.	Butter, firkins and tubs	Boxes of eggs.	Hams.	Chests of Tea.	Quintals of Fish	Fish, bbls. & hf. bbls.
Richmond.....	956	12857	3789	235	10220	104	8	294	311			126			2451	1730	2647
Bedford.....		693	454	9	19	2	1	4		460		1		3	19	126	42
Grand Lake.....																	
Elmsdale and } Truro road }		42	20	310	160	77				49730		38					26
Fletcher's.....																	
Shubenacadie..		54	15	412	261	871	478	2		21420		1284					6
Stewiacke.....		24	62	170	436	646	67	2		16198		801		9			23
Brookfield.....		19	84	308	195	315		1		34916		2132	56				
Truro.....		990	251	8350	155	197	93			297953		5492		1505			6
Windsor June's		5	2	22	7			3		500					2		2
Beaver Bank..				23	2			2		4000		6		12	1		6
Mnt. Uniacke) & Stilwater)		43		762	67	1		41		4330	43			20			17
Newport.....		42	6	4614	138	3518	300	345		4818		2			4		
Windsor.....		912	226	4881	7	4721	156	3575		23222		982		5			
Totals.....	956	15681	4909	20096	11667	10452	1103	4239	311	457547	43	10864	56	1554	2477	1756	2775

(K 1) Continued.

**STATEMENT SHOWING DESCRIPTION OF FREIGHT FORWARDED FROM EACH STATION
DURING THE YEAR ENDING DECEMBER 31, 1902.**

Name of Stations.	Oysters, bbls.	Cattle.	Sheep & Lambs	Calves.	Skins & Hides.	Rolls Leather.	Bags Wool.	Quartz, bbls.	Bricks.	Stone, car lds.	Clay, car lds.	Earthenware, crates & casks.	Plaster & Lime.	Sand & Gravel, car lds.	Sq. Timb. car lds.	Softw'd Boards feet.	Deals, Battens & Planks, car lds.	Hardw'd boards car lds.	Spokes.	Knees, car lds.
Richmond.....	136	198	16	1906	.....	.....	.....	8000	.....	.....	448	253	.....	8	7550	.....	.....	.....	.....
Bedford.....	58	501	4	181	.....	.....	.....	78000	.....	.....	.....	.....	.....	2	12000	4	.....	.....	3
Grand Lake.....	3	113	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	.....	.....	184 ft	.....	.....	.....
Elmsdale and } Truro road }	317	1278	141	243	.....	.....	163 & 7 cases	969450	.....	4	.....	23	84	12	6000	.....	1	.....	.....
Fletcher's.....
Shubenacadie...	248	1584	242	258	18	192	2	180600	10	.....	.....	.....	.....	2	204000	13	34	12	1
Stewiacke.....	289	1968	143	70	.....	.....	.....	150000	.....	.....	.....	2	.....	3	120000	.....	20	.....	.....
Brookfield.....	598	1564	262	127	.....	.....	.....	.....	.....	.....	.....	58	.....	10	72000	4	12	24	...
Truro.....	102	1827	4867	269	1974	73	200	.....	.....	.....	.....	.....	.....	.....	.....	12000	22	2	.....	.....
Windsor Junc'n.....	14	8	5	48	.....	.....	3	4	.....	.....	.....	.....	13	.....	54000	19	9	.....	2
Beaver Bank.....	43	17	26	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	78000	17	13	.....	.....
Mnt. Uniacke } & Stillwater }	71	67	42	21	.....	.....	8	.....	.....	.....	.....	.....	.....	.....	180000	174	30	.....	.....
Newport.....	660	1504	205	16	.....	.....	.....	.....	2	6	.....	175	9	2	174000	13	29	.....	.....
Windsor.....	1186	1521	108	189	.....	.....	.....	.....	11	5	.....	.....	4	11	30000	5	4	.....	2
Totals.....	103	4450	15190	1463	5022	91	392	177	1386054	23	15	448	511	138	50	949550	271	154	36	8
				& 22 pigs				& 7 cases									& 184 ft			

STATEMENT SHOWING DESCRIPTION OF FREIGHT FORWARDED FROM EACH STATION
DURING THE YEAR ENDING DECEMBER 31, 1862.

Name of Stations.	Logs, Mastis, & Spars, car loads	Juniper Posts.	Shingles, bds.	Laths, bds.	Lathwood, cds.	Baskets, Indn.	Firewood, cds.	Bark, cords.	Hoops, bundles	Rope, in coils.	Oakum, bds.	Chains & anvs.	Trenails, cr. lds.	Coal, chaldrons	Sp. Iron, car lds.	Stoves & cast'gs.	Iron & Steel, bls.	Iron, bars.	Pig Iron, tons.	Spikes & Nails, kegs & bags.	Barrels ashes.	Trees, fruit and ornamental.	Railway chairs
Richmond			360				76			2688	1310	335		140		5179	2114	25842	365	2964			4010
Belford			12			1										5			3		2		
Grand Lake.....	29						82																
Elmsdale and Truro road }	36		531				40	298															
Fletcher's.....				40			65																
Shubenacadie ..			7250		38		12	95	1							17		7					
Stewiacke.....			2909				306									3	4	8					
Brookfield.....	28427		104	4	12		468	42	22														
Truro.....	17		25191				648							1		47		17	2				
Windsor June'n	107		32	7			624	24								2	1				15	504	170
Beaver Bank...	10		6084	15			570	21	163				2			1							
Mt. Uniacke } & Stillwater }	17		1927	19	18		307		25							42	5						
Newport.....				10	35		11																
Windsor.....				6	96	3										1754	1	15	1				1250
Totals.....	244427	19234	372	161	42	3209	45	623	2713	1310	335	2	140	1	7050	2125	23892	308	2966	15	504	5430	

(L 1.)

WEIGHT OF INWARD FREIGHT FROM ALL STATIONS TO RICHMOND, TWELVE MONTHS ENDING DEC. 31, 1862.

Name Station.	Jany.	Febry.	March.	April.	May.	June.	July.	August.	Septbr.	October.	Novbr.	Decbr.	Total.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Bedford	24170	1300	105692	18950	4900	11583	19200	7610	4902	7539	19060	18220	243126
Windsor June..	236659	660000	1207140	273600	400380	32600	655350	176000	216150	115840	160400	160400	4294510
Fletcher's	100000				6000								106000
Grand Lake....	220000	132000	344000	320000							40000	9813	1065813
Elmsdale and } Truro Road... }	146700	79350	261460	225288	525720	803240	1137590	1366780	1208110	722520	761434	166940	7405132
Shubenacadie..	178973	118993	154184	69870	197388	423217	484786	331440	364331	245755	266919	186294	3022150
Stewiacke	71988	77510	108435	66083	141777	108230	92420	33800	34483	91510	202600	180150	1208986
Brookfield	91900	18650	62917	128762	491780	134900	65455	92923	11718	32898	65005	70695	1267603
Truro	404343	130349	224422	1087730	434715	263755	346185	307152	856425	715045	278407	460770	5509298
Beaver Bank...	207300	54000	392920	207250	251575	311900	124750	139620	239800	160200	535200	266305	2890820
M. Uniacke & } Stillwater..... }	306220	101240	394940	256392	1008915	372840	382964	300560	160080	116140	318030	644310	4362631
Newport	101919	65245	182413	245825	145284	156782	86578	76994	154937	196504	176723	192549	1781753
Windsor	249115	317874	354814	277577	318552	204437	262586	221708	794773	836123	701761	784787	5324107
	2339278	1756511	3793337	3177327	3926986	2823484	3657864	3054587	4045709	3240074	3525539	3141233	38481929
													= 19240.96 tons

Weight of Outward Freight forwarded from Richmond is shown in Return (K 1), as under:

Weight of Freight.....	7817 tons
Loaded Waggon's or Sleighs.....	570
Empty " " 2008. estimated at 550 lbs. each.....	552
Total.....	8939

