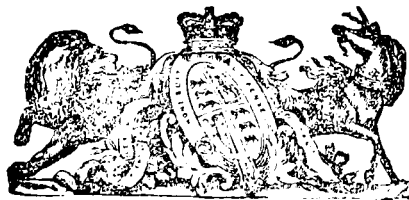


REPORT
OF THE
Chief Commissioner of Railways
FOR THE
PROVINCE OF NOVA SCOTIA,
FOR THE YEAR
1861.



HALIFAX, N. S.
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1862.

OFFICERS

OF THE

NOVA SCOTIA RAILWAY.

HON. J. McCULLY Chief Commissioner.
 THOS. FOOT Accountant.

W. B. SMELLIE Acting Engineer.
 W. MARSHALL Road Inspector.
 ABM. FEETHAM, W. FAULKNER, W. YOULD. . Roadmasters.

GEO. TAYLOR Traffic Superintendent.
 JOHN ADAMS Clerk.

JAS. ALEXANDER Freight Master, Halifax.
 ARTHUR BUSBY Ticket Master, do.
 E. MORAN Station Master, Bedford.

JAS. H. HODSON	do.	do.	{ Junction and Beaver Bank.
W. HILTZ	do.	do.	Uniacke.
W. L. SWEET	do.	do.	Newport.
CHAS. E. HARDING	do.	do.	Windsor.
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.

W. JOHNSTON, Superintendent Locomotive Department.
 W. U. JONES, Clerk.

REPORT.

RAILWAY OFFICE, HALIFAX, N. S.,

JANUARY 25, 1862.

To the Honorable the Provincial Secretary:

SIR,—I now submit, for the information of His Excellency the Lieutenant Governor, an annual report of this Department of the Public Service for the year ending 31st December, 1861.

An editorial of the Boston Railway Times, of the 4th January, 1862, as the results of a review of the operations of American Railways for 1861, contains the following :

“In the North, West, and Middle States, many of the roads have been for a number of months taxed to their utmost capacity. The reports, as a general thing, show decreased passenger earnings, but at same time very largely increased freight revenues.”

Operations upon the Railways of this Province for 1861, as regards passenger traffic, prove no exception to those of the United States. For while the earnings of the Nova Scotia Railways for 1861, including the unpaid service done for the Province, exceed those of 1860 by \$4,472.83, and those of 1859 by \$14,066.18, yet the earnings for passenger traffic in 1860 exceed those in 1861 by \$3,985.31. The freight business, however, for 1861 exceeds that of 1860 by \$8,443.07.

The number of passengers for the years 1860 and 1861, respectively, exclusive of drivers with horse and waggons, passing free, are as follows :

1860.....	88,044
1861.....	81,359
Excess for 1860.....	6,685

When, however, it is borne in mind that the average travel in 1860 was favorably disturbed, by the circumstance of the visit of the Prince of Wales in the months of July and August, it is easy to

account for this excess. The excitement produced by the discovery of Gold Fields in Nova Scotia, during 1861, may have slightly contributed to the increase of passengers for the year; but owing to the circumstance that the Gold Fields mainly attractive, were situate so as to be easily reached by navigation, I attribute not much importance to any argument based on such an assumption. Lunenburg is more easily and more cheaply reached from Windsor, and all localities west and south of it, by the main roads, or by water than by rail and by water; and but very few persons east of the Shubenacadie River travel by rail to reach Tangier. What effect the more recent discoveries inland and about the Metropolis may have upon the passenger traffic during the coming Summer, remains to be determined.

In view of the great depression produced by the civil war in the United States, and the natural effects, as well upon trade as upon travel, I feel assured that with many it will be matter of surprise that the revenues of the road for 1861 exhibit such favorable results as they do.

On the 20th day of February last John Morrow, Esq., late Accountant, who had charge of Construction Books from the commencement of the works, and of Revenue Books, till within about two years ago, owing to increased infirmity and years, resigned his situation. His successor, Mr. Thomas Foot, was immediately appointed in his room, and assumed the double duty of keeping both sets of books, which he has satisfactorily discharged to the present time. With the balance of Construction funds now exhausted in the erection of an Engine House, Wharf, &c., at Richmond, and in other operations, the labor and care of keeping Construction Books and Accounts will not hereafter occupy much time.

While upon this subject, I may avail myself of the occasion as a fitting opportunity to refer to the new method of classification noticed in my report for 1860. It is developed in the tables which accompany the Accountant's report for 1861, and shows clearly, and I trust satisfactorily, the several heads under which the expenditures are disbursed. It furnishes also desirable elements for contrast and comparison with other roads.

Maintenance of way, &c., as will be seen by the Accountant's tables, is a large item upon the Nova Scotia Lines, amounting to no less than \$366.56 per mile for 1861. Considering that it would be false economy to permit the permanent way to fall into disrepair, the effect of such a state of things being most disastrous to the rolling stock, I have spared no efforts to place and keep it in first-class condition. In Nova Scotia, during the year 1861, up-

wards of 29 per cent. of the gross earnings of the road have been disbursed upon maintenance, &c., as the figures furnished prove. Roads deeply and continuously covered with snows during the winter months, as in New Brunswick and Eastern Canada, are more difficult, possibly, to manage, but the road bed is far less likely to be displaced by the action of frost, and trains may more safely travel upon them at ordinary rates of speed, than where, as on the peninsula of Nova Scotia, and nearer the sea, the permanent way is frequently bare and subjected to the severe action of sudden and heavy frosts. As an illustration, I may remark that the snows of the fall of 1860 covered the ground before the frost had penetrated to any great extent. In the month of February a searching thaw occurred, which was succeeded by one of the coldest nights of the season. The ensuing morning exhibited the permanent way greatly disturbed and racked. Several thousand joint chairs, a quantity equal probably to the entire breakage since the opening of the road, were destroyed by a single night's frost. The attention of the Road Inspector was, in consequence, directed to the insufficiency of the joint chairs, and an improved, heavier pattern provided. The new joint chairs, cast by Messrs. Dimocks, of Windsor, from the new pattern, prove to be a superior article. The Road Inspector's report shows that out of 8649 of the new model, but one or two have broken, and these on examination proved to have been defectively cast.

The expense of maintenance of way &c., for 1861 has been heavy. New sleepers sufficient to relay about seven miles of road, have been substituted for old and decayed ones removed; and upwards of \$5,000.00 have been expended upon the item of new chairs alone. The receipts of the Road from all sources, for 1861,

amount to	\$120,917.66
Those for 1860 to	116,742.89
<hr/>	
Showing a balance in favor of 1861.....	\$4,174.77
The expenses for 1860 are.....	96,472.26
Those of 1861.....	94,114.88
<hr/>	

Being less in 1861 than 1860 by..... \$2,357.38
(See Accountant's Report, Appendix A.)

The tables furnished by the Traffic Superintendent exhibit the sources whence the revenues are derived. The fact already mentioned that the passenger traffic and receipts are in diminution of those for 1860, while that of freight has been in excess, prove conclusively that the working of the road has been conducted with

all proper regard to economy. It requires no labored argument to show that passengers are the cheapest, least expensive, and most desirable kind of traffic for Railway transportation. A larger revenue than in 1860, derived from goods traffic, necessarily required a larger staff of employees, and could be secured only by increased locomotive power, and greater expenditure both for road and rolling stock repairs.

In 1860 the road received credit of over \$1,000.00 for work done carrying passengers and freight for the Provincial Government. Members of the Provincial Parliament paid travelling fare as private persons. In 1861 this policy was changed. The Railway Department was required to furnish free transportation to members of Parliament of both Houses after their arrival in the city, to carry the Halifax volunteers to and from Windsor gratis, and to pass goods from the interior destined for the International Exhibition, and persons employed in the service of the Commissioners at Halifax, free, which has been done accordingly.

In one point of view it matters but little whether or not this class of service be paid for out of the public Treasury, and the amount returned thither again as earnings of the road, in conformity with the practice adopted in New Brunswick, and sanctioned here as regards the Post Office Department; but I deem it due to the management of the road that a correct record of this unpaid service be kept and submitted, with the annual report.

In 1860 the disbursement of \$36,794.78 construction funds yielded \$2,356.30 engine hire to the credit of revenue; in 1861 from \$35,147.81 disbursed, but \$1,623.25 has been realized for revenue.

At the close of 1860, by advertising and otherwise, efforts were made to call in all out-standing debts, and I had hoped that all, or nearly all, accounts were rendered. Since the beginning of 1861, the Department have had to pay, however, a sum equal to \$413.62 for liabilities of previous years. At the commencement of 1862 I estimate that the out-standing liabilities of the Department for 1861 amount to about \$1000.00.

The amount taken upon the Main Line for passengers

in 1860 was	\$33,949.52
in 1861	30,372.37
For Horse and Waggon Freight 1860.....	\$6,016.93
1861.....	6,079.76
For other Freight 1860	22,228.19
1861	29,101.18

Upon the Windsor Branch for Passengers 1860.....	\$27,835.87
1861.....	26,512.19
For Horse and Waggon 1860.....	\$5,898.72
1861.....	5,850.51
For other Freight 1860.....	\$16,541.69
1861.....	18,111.77

The absence of relative increase on "Other Freight" on Windsor Branch for 1861 is largely attributable to the sum disbursed filling Windsor Wharf in 1860, and to the total stagnation of plaster traffic in 1861, owing to the war in the United States.

It is not unworthy of remark, the effects of hard times, and scarcity of money, upon the travelling community. In 1860 the total number of passengers by the Main Line was.....		50,570
Of these travelled 1st class.....	24,280	
Do. 2d class.....	26,290	
In 1861 total passengers Main Line were	44,553	
Of these travelled 1st class but.....	16,935	
Do. 2d class	27,618	

The returns upon the Windsor Branch exhibit economy on the part of the travelling public to about as large an extent as on the Main Line.

In 1860 the total number of passengers was.....	37,454
Of these travelled 1st class.....	20,357
Do. 2nd do.	17,097
In 1861 the total number of passengers was.....	36,164
Travelled 1st class but	16,593
Do. 2nd do.	19,571

The average receipt for each passenger for 1860 was 70 cents. For 1861 the average receipt is precisely the same sum, viz., 70 cents, in both cases exclusive of free drivers, proving that the travel of each passenger for 1861 must have been, upon an average, longer distances than in 1860.

The total mileage—that is, for regular and extra passenger and freight trains—for 1861 is....	141,053
Do. for 1860	138,336

The report of the Traffic Superintendent and the tables annexed contain a large amount of statistical information, well condensed and ready for reference. (*Appendix B.*)

The Locomotive Superintendent's Report, with the tables annexed, is to be found in *Appendix C.*

Upon the resignation of Mr. A. Moir, on the 1st day of March, 1861, Mr. William Johnston was appointed his successor, and has proved his competency to fill the responsible situation. His devotion to the duties of his office has afforded me much satisfaction. The cost of locomotive power during the year will be found to compare favorably with other lines. The detailed report furnished by this officer renders it unnecessary that I should here enlarge, except it may be in reference to a paragraph contained in the Report of a Committee of the House of Assembly at its last Session, which is as follows :

“ The Committee also regard it as true economy and sound policy, that the entire rolling-stock belonging to the Province should be kept at all times in good repair, that accidents may be avoided, and that the annual deterioration may be reduced to the lowest point. Whatever the deterioration is, it ought to be estimated quarterly, or annually, and charged against the earnings of the road.”

A glance at the Accountant's Report will convince the reader that no considerations of false economy have weighed in regard to outlays upon the rolling-stock. A sum equal to \$173.00 per mile of the entire length of the Main Line and Branch has been expended on rolling-stock, which is upwards of 13 per cent., considerably more than one eighth of the gross earnings.

The “ accidents ” of a fatal character upon the lines for 1861, as remarked by the Traffic Superintendent, have been two ; but neither of them was in any way attributable to deficiency in the rolling-stock, nor chargeable to any cause excepting the indiscretion of the victims themselves. The danger of attempting to mount or dismount from a car in motion is too self-evident to require remark, and yet I regret to say that in spite of all experience, caution, and remonstrance, passengers are in the habit constantly of placing their lives in imminent jeopardy by such inconsiderate conduct.

The Committee in question recommend a quarterly or annual estimate of the deterioration of rolling-stock. I am not aware of any data from which a reliable estimate of this kind could be prepared. I have endeavored to ascertain from persons long engaged on other lines their views on this subject, and all parties with whom I have conversed agree in saying that no tables could be compiled upon this point which would be satisfactory. For instance, a locomotive that has run thousands of miles may go into shop and come out new tyred, newly equipped, newly painted and improved to an extent that makes it a better and more valuable article than the day it was first turned out. This is no extreme case ; it has occurred in Nova Scotia the past season. No. 10 Engine was more or less injured by the accident at Cobiquid road. It was put into shop

and thoroughly repaired, and turned out hundreds of dollars better than the day it was purchased.

During the last year two of the first-class passenger cars were thoroughly repaired, refitted, and repainted. They are now to that extent more valuable than they were at the close of 1860. Some slight consideration for age, and wear and tear of wooden frame work excepted. Wheels, springs, axles, mountings, as they give way, are constantly being removed, and replaced with new, till perhaps eventually the car may meet an accident, and is replaced by a new one altogether, and all at revenue expense. On every well-managed road this is the policy that obtains, and if a proper system of repair and renewal be enforced, the depreciation of rolling stock is, or ought to be, very trifling.

A moderate amount of outlay in repainting the passenger and box cars, during the ensuing season, which I propose shall be done so soon as shed accommodation can be secured, will greatly add to the appearance, and conduce to the preservation of this class of rolling stock.

The Road Inspector's report (*Appendix D.*) treats the subject of the permanent way so fully that I do not find occasion to enlarge upon what I have already remarked. The only reason why our road does not compare more favorably with those of older or more densely populated countries, is for the want of traffic. The high roads running parallel with the lines, I hesitate not to affirm, are all but deserted, except as to local travel. It has been the object of my ambition, since I have presided over this department of the Public Service, in every practicable way, consistent with a proper regard to the revenues of the road, to secure the largest possible amount of traffic. To effect this object no surer method can be adopted, I take it, than to keep the lines in good working order, under safe and competent management. I have not hesitated throughout to impress upon the Road Inspector, and the several Road Masters, the necessity of keeping the permanent way in first class repair, with the assurance that every proper provision would be made in this office for the expense.

During the current year I anticipate an increased expense for renewal of sleepers, and have made provision accordingly. Contractors for upholdence find it their interest to provide sleepers when old ones are condemned by the Road Masters, and are allowed twenty cents for each new one, placed in *situ*, as a substitute for one removed. In addition I have contracted for a quantity equal to ten thousand, to be delivered in suitable places along the lines, flattened and fitted for service, at an average price of $19\frac{1}{2}$ cents each. The cost of sleepers, when the road was first constructed, was upon an average considerably over double this amount.

Immediately after the prorogation of the Assembly, in accordance with suggestions contained in a report of a committee of the House of Assembly, I took action on the subject of the unfinished Engine House at Richmond, which resulted in a decision to erect a new building on a new site, upon a new principle. The able report of W. B. Smellie, Esq., C. E., (*Appendix E.*) under whose direction the completion of this work, as well as the erection of a new wharf at Richmond, and other extensive operations there, have been conducted, leaves me scarcely any thing to add. Mr. Smellie having finished the design of the new wharf, and prepared the specification for the new Engine House, I decided to place him in charge, and authorized him to oversee the erection of the work. He has discharged this duty to my entire satisfaction; and I have reason to believe that under his inspection the several contracts referred to in his report, have been thoroughly executed. His engagements with the department would have closed with the year, but for an application on the part of Major-General Doyle, Commander of the Forces, for the use of the large building situate upon the old wharf, and the stone building formerly used as an Engine House, for the purpose of fitting them up temporarily as Barracks. This request having been complied with, I engaged Mr. Smellie's services until the War Department shall have completed an undertaking entered into on their part to alter and fit up the buildings in question, and to build for the Department a new store as a substitute for that occupied as Barracks, and which is in course of erection. The understanding being that the War Department shall bear the expense of Mr. Smellie's salary for superintending until the completion of their engagements.

Having during the year had an opportunity of inspecting many of the more modern and best constructed Engine sheds in Canada and the Western States, I feel confident that that now erected at Richmond, for its capacity, will compare favorably with any structures of the kind which have fallen under my observation.

The responsibilities which attach and are inseparable from the management of a line of Railway are scarcely to be appreciated by any but those upon whom they devolve. Ever since the Nova Scotia lines have been opened, the necessity of telegraphic communication with the intermediate and terminal stations has been experienced. During the year 1860 I opened a correspondence with the American Telegraph Company, through Mr. J. Hoyt, their agent, with a view of enabling the Department to connect the principal intermediate stations with their wires, and in this way save the necessity and expense of erecting new lines. For reasons not necessary here to be explained, the negotiation did not succeed.

It has, however, recently been re-opened, with better prospects of a successful termination ; and the basis of an arrangement has now been settled, by which the American Telegraph Company, in consideration of certain equivalents to be conceded by the Government and the Railway Department, agree to connect with the Railway stations. As soon as I shall be enabled to have the Station Masters properly instructed, I hope to have the intermediate stations placed in telegraphic communication with each other, and all with the terminal stations. The advantages to result are so many, so important, and so various, that I shall not occupy the reader's time in their enumeration. Single lines of Railway are not now considered as at all equipped, unless in connection with lines of telegraph ; and as already remarked, the advantages accruing are such as few, except those who are charged with their management, can properly appreciate.

Had the Richmond station been in telegraphic communication with the intermediate stations on the 21st March last, I am of opinion that an accident which occurred in consequence of the efforts to clear the track, which had been so drifted as to interrupt the travel on the Branch and Halifax portion of the Main Line, for the previous twenty-four hours, with its consequences, would have been avoided.

In reference to this subject, I take the liberty, in closing my observations upon it, to introduce the following extract from one of the very able reports of D. C. McCallum, Esq., Superintendent of the New York and Erie Railroad. He observes as follows :

“ I would remark in this connection, that the use of the telegraph is a most important auxiliary in working the road, as by the rules in force, trains moving in one direction possess positive rights to run without regard to time or without reference to any opposing train ; and an opposing train upon reaching a point where, by the time table, it should be met and passed by a train having a right to the road, is not permitted to leave until the arrival of such train ; but by the use of the telegraph, conductors in such cases may be immediately communicated with, and directed to move forward without the slightest danger of collision. * * * * * A single track Railroad may be rendered more safe and more efficient, by a proper use of the telegraph, than a double-track Railroad without its aid.”

In accordance with the recommendation of the report of the Committee of the House of Assembly, on the subject of a petition from Hants County, praying relief from taxation for station grounds at Windsor, I directed Mr. Smellie to make a survey of the Governor's Farm, so called, and to prepare an allotment of it, with various reservations, in accordance with a plan suggested.

A number of lots were subsequently advertised, and put up for public sale, and disposed of accordingly, the gross proceeds being \$3,932. The title to this property having been by act of the Legislature conveyed to the Chairman of the Board of Works, I caused the papers, plans, and particulars of the sale to be placed in the hands of the Attorney General, for the purpose of preparing titles to the respective purchasers.

In conclusion, I have again to bear witness to the general good conduct of the officers and employees engaged in the management of this department of the Public Service.

I have the honor to remain, Sir,

Your obedient Servant,

J. McCULLY.

APPENDIX.

(A.)

RAILWAY OFFICE,
HALIFAX, January, 1862.

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

SIR,

I beg to submit the following account and summaries, with their abstracts, showing the Financial operation of the Nova Scotia Railway for the year ending 31st December, 1861.

1ST. REVENUE SERVICE.

A 1. Revenue Account with Abstracts.

- (a) Locomotive Power.
- (b) Merchandise and Passenger Cars.
- (c) Maintenance of Way and Buildings.
- (d) General Charges.

A 2. Quarterly Summary of Working Expenses.

A 3. Do. of Receipts and Expenses.

2ND. CONSTRUCTION SERVICE.

B 1. Capital Account.

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

REVENUE SERVICE.—The new classification of accounts for working expenses, which came into operation at the commencement of the year, has given much satisfaction, each service being clearly defined and distinguished, and will afford great facility for future comparisons.

Revenue account (A 1) compares favorably with the operations of last year.

The total receipts from all sources

show an increase of.....\$4,174.77

and the working expenses a decrease of.. 2,357.38

making an increase in the total nett receipts of.....\$6,532.15

The result is still more favorable as compared with 1859, as will be seen on reference to the following table :

ACCOUNT.	Year ending 31st Dec., 1859.	Year ending 31st Dec., 1860.	Year ending 31st Dec., 1861.
Receipts from all sources..	\$102,877.57	\$116,742.89	\$120,917.66
Working expenses.....	111,274.88	96,472.26	94,114.88
	\$8,397.31	\$20,270.63	\$26,802.78

there being an increase in the nett earnings of 1860 over

1859 of \$28,667.94

1861 over 1859 of 35,200.09

An increase in the total receipts from all sources in

1860 over 1859 of..... 13,865.32

1861 over do. 18,040.09

And a decrease in the working expenses of 1860, as

compared with 1859 of 14,802.62

1861 as compared with 1859 of 17,160.00

On reference to the "quarterly summary of working expenses (A 2)," it will be seen that the largest expenditure on this service was in quarter ending 30th June.

which is in excess of March quarter by\$3,918.73

" September " 2,931.12

" December " 1,772.43

and which is owing to the large charge made to "maintenance way and buildings" (abstract c), for chairs used in repairing the road, and also for new sleepers to replace old and decayed ones—

this account being in excess of March quarter by.....\$2,125.10

" " " September " 2,751.78

" " " December " 2,384.95

showing that the next largest cost to this service was incurred in March quarter, at which time it will be remembered the heavy breakage of chairs by the frost took place, and the renewal of which had to be borne, to a large extent, by this and the following quarter.

There is a gradual increase each quarter in the cost of Locomotive power—the last—

December quarter being in excess of March by	\$1,419.68
“ “ June by	963.97
“ “ September by	441.66

This excess arises from the extra cost incurred for new wheels, tyres, &c., used in repairing the several Locomotives, and wages for performing this work.

It may be necessary here to state that the cost of repairs to Locomotives, arising from the accident at Cobequid Road, is not included in the above, that being charged to a separate account in “General Charges,” as will be seen on reference to abstract (d).

Quarterly summary of receipts and expenses, (A. 3)

shows the largest nett earnings were in September quarter, that being in excess of March by	\$11,108.92
June “	5,790.72
December by	5,180.00

It will also be observed that there is an excess in this quarter in the total receipts from all sources over

March of	10,543.27
June “	2,859.60
December	4,621.31

And a decrease in the working expenses, as compared

with June quarter, of	2,931.12
September	1,158.69

And an excess in March of

\$987.61

The increase in working expenses in June and September quarters is explained in my previous remarks on A. 2.

As nearly as I can estimate, the outstanding accounts of 1861. to be paid in 1862 will amount to about \$1000.00, being some \$600 more than paid in 1861 belonging to 1860.

CONSTRUCTION SERVICE.

The books and papers belonging to the above were placed in my charge on 20th February last, at which date Jno. Morrow, Esq., the late Accountant resigned, and from which it will be seen that there has been received from the Receiver General to 31st December, 1860.....

To 31st December, 1861.

\$4,267,928.27

And expended to 31st December,
 1860\$4,236,109.62
 Expended to 31st December, 1861 35,147.81

 \$4,271,257.43

LESS.

Per credit account to 31st
 December, 1860.....\$2,540.77
 1861..... 1,400.03

 3,940.80

 4,267,316.63

Leaving a balance unexpended of..... \$311.64

The credit account deducted, amounting to \$3,940.80, is
 is for amounts received for sale of sundries belonging to the De-
 partment, and money returned for land damages, &c., &c., which
 of course decrease expenditure account by that sum.

I have the honor to be, Sir,

Your obedient Servant,

THOMAS FOOT,

Accountant.

(A. 1.)

Dr.

REVENUE ACCOUNT.

Cr.

Year ending 31st Dec., 1860.	Expenditure, 1861.	Total.	Year ending 31st Dec., 1860.	Receipts, 1861.	Total.
	Locomotive Power, per Abstract (a)	\$33,543.77		Traffic Supt.—for details see Appen-	
	Merchandize & Pass'r. Cars. " (b)	18,154.60	\$112,470.92	dix B., Abstract (c 1).....	\$116,028.18
	Maintenance Way & Build's. " (c)	33,998.57	3,823 48	Old Material.....	4,483.08
	General Charges..... " (d)	8,417.94	448.49	Sundry sources, Rents, &c.....	406.40
\$96,472.26	Total.....	\$94,114.88			
20,270.63	Balance Nett Revenue....	26,802.78			
\$116,742.89		\$120,917.66	\$116,742.89		\$120,917.66

ABSTRACT. (a.)**LOCOMOTIVE POWER.**

Particulars.	Amount.	Total.
Wages of Drivers, Firemen, and Cleaners.....		\$6,675.81
Firewood consumed in Running.....	\$10,962.78	
Oil do.	1,323.95	
Tallow do.	746.15	
Waste do.	245.74	
		13,278.32
Salary of Superintendent and Clerk.....		1,454.44
Materials, &c., for repairing Engines and Tenders, including packing.....	2,760.12	
Wages for repairing Engines and Tenders.....	5,686.41	
Work not done by Railway for do.	285.40	
		8,731.93
Repairs to Machinery, Workshops & Engine Houses.....		609.53
Repairs and renewal of Tools, Lamps, &c.		462.73
Water Pumping, Wooding-up, and Wood-shed and Pump and Tank repairs.....		2,288.76
Miscellaneous.....		42.25
		\$33,543.77

ABSTRACT. (b.)**MERCHANDIZE AND PASSENGER CARS.**

Wages of Conductors, Brakemen, Porters & Shunters.....		\$6,475.36
Oil consumed for Packing.....	\$548.50	
Waste do.	41.19	
		589.77
Traffic Superint's. Salary, Clerk, and Office expenses.....		1,217.24
Salaries of Station Masters and Freight Agents....		3,667.00
Materials, &c., for repairing Cars.....	1,690.78	
Wages for do.	2,643.31	
Work not done by Railway for do.....	185.50	
		4,520.09
Repairs to Workshops, and repairs and renewal of Tools, Lamps, &c.....		78.02
Small Stores used on the Trains.....		183.71
Fuel do.		132.63
Wages to Switchmen and Signalmen.....		727.47
Drawbacks and overcharges on Goods forwarded and Tickets refunded.....		483.71
Miscellaneous.....		49.60
		\$18,154.60

ABSTRACT. (c.)**MAINTENANCE OF WAY AND BUILDINGS.**

Particulars.	Amount.	Total.
Maintenance of Way by contract (includ'g fencing)	\$21,734.06	
Do. by day's labor, foremen & laborer's wages	647.72	
		\$22,381.78
Salaries Inspector and Roadmasters.....		2,697.69
Chairs, Spikes, Sleepers, &c.....		7,941.01
Small Stores.....		40.80
Repairs of Tools.....		.27
Repairs to Stations, Wharves, Build'gs & Platforms		720.88
Repairs to Snow Ploughs.....		116.19
Miscellaneous.....		99.95
		\$23,998.57

ABSTRACT. (d.)**GENERAL CHARGES.**

Particulars.	Total Am't.
Salaries Chairman, Accountant, and Office expenses.....	\$1,081.25
Printing, Advertizing, and Tickets.....	977.33
Stationery	358.48
Damages to Animals and Goods	183.37
Station Watchmen	626.55
Fuel, Oil, Light, and incidental expenses at Stations.....	814.09
Accident at Cobequid Road :	
Repairs to Locomotives, &c	\$987.24
Sundry expenses	307.21
	1294.45
Expenses year 1859.....	44.10
Expenses Prince's Visit, 1860.....	18.50
Miscellaneous	19.82
	\$8,417.94

(A. 2.)

**QUARTERLY SUMMARY OF EXPENSES FOR YEAR ENDING
31ST DECEMBER, 1861.**

Account.	March 31.	June 30.	Sept. 30.	Dec. 31.	Total.
Locom'c Power.	\$7,672.59	\$8,128.30	\$8,650.61	\$9,092.27	\$33,543.77
Merchand'e and Pass'gr. Cars.	4,029.91	4,608.96	4,388.56	5,127.17	18,154.60
Mainten'ce Way and Buildings.	8,190.00	10,315.10	7,563.32	7,930.15	33,998.57
Gen'l. charges.	1,873.06	2,631.93	2,150.68	1,762.27	8,417.94
Totals. . .	\$21,765.56	\$25,684.29	\$22,753.17	\$23,911.86	\$94,114.88

(A. 3.)

**QUARTERLY SUMMARY OF RECEIPTS AND EXPENSES FOR
YEAR ENDING 31ST DECEMBER, 1861.**

Specification.	March 31.	June 30.	Sept. 30.	Dec. 31.	Total.
Receipts from all sources	\$19,542.19	\$33,225.86	\$36,085.46	\$32,064.15	120,917.66
Expenses.	21,765.56	25,684.29	22,753.17	23,911.86	94,114.88
	\$2,223.37	\$7,541.57	\$13,332.29	\$8,152.29	\$26,802.78

(B. 1.)

Dr.

CAPITAL ACCOUNT.

Cr.

1860.			1860.		
Dec. 31.	To amt. expended to date, per last Report	\$4,236,109.62	Dec. 31.	By Cash received fm. Recr. Genl. to date...	\$4,233,431.35
	Less per credit acct, Rents &c.	2,540.77	1861.		
1861.			Dec. 31.	By Cash received from Receiver General...	84,196.92
Dec. 31.	To old Engine House, balance	\$4,233,568.85		Cash per credit account:	
	10 per cts., &c.....	1,212.56		Land damages returned by Govt...	\$775.25
	New Wharf at Richmond.	5,335.07		Interest acct. on do.....	94.45
	Circular Engine House:			Rents for Shop in Building, &c....	290.00
	Building	13,163.09		Sale of Omnibusses.....	225.03
	New Turntable	2,083.04		Sundries	15.80
	Excavating site.....	1,394.20			\$1400.03
	Stations & New Sidings:				
	At Richmond Station..	5,463.93			
	At other Stations	1,458.27			
	Survey Extension into city	2,070.96			
	Machinery, New Boiler				
	House at Richmond, &c.	227.10			
	Rent and Expenses.....	1,037.26			
	Removing Woodsheds and				
	laying Water Pipes, &c.	1,214.26			
	Permanent Way	455.65			
	Miscellaneous	6.32			
	Expenses sale of Governor's Farm Lots.....	26.10			
		35,147.81			
		\$4,268,716.66			
	Less per credit acct., contra....	1,400.03			
		\$4,267,316.63			
	Balance	311.64			
		\$4,267,628.27			
					\$4,267,628.27

(B.)

RICHMOND, JANUARY, 1862.

The Hon. Jonathan McCully,—

SIR,—

I beg leave to submit for your consideration the following returns, shewing the earnings from the different sources of traffic upon the Nova Scotia Railway for the year ending 31st December, 1861.

Return (a 1) Superintendent's Account Current with Revenue for 1861.

Do. (b 1) shows the various sources of revenue and aggregate earnings at each station.

Do. (c 1) shows mileage of trains, number of passengers, and quarterly receipts upon the Main Line and Windsor Branch, and summary of totals.

Do. (d 1) shows the number of passengers of each class carried per month, and recapitulation.

Do. (e 1) shows the monthly receipts for passengers at stations.

Do. (f 1) shows the monthly receipts for horses and waggons at the respective stations.

Do. (g 1) shows the monthly earnings of freight at each station.

Do. (h 1) & (i 1) monthly comparative statement of earnings on Main Line and Windsor Branch, for three years, 1859, 1860, and 1861.

Do. (j 1) shows the description of freight forwarded from each station.

You will observe that the aggregate earnings of the Railway during the past year (1861) as per returns, amount to the sum of.....\$116,028.18

Add carriage of members of Legislative Council,

House of Assembly, and Officers.....\$263.52

Carriage of volunteers to Windsor and back, at-

tending prize rifle shooting..... 652.05 915.57

\$116,943.75

This amount shows an increase over 1860 of \$4,472.83, including the transport of members and volunteers, which items I have merely presented in order to give the road credit for the actual service performed, as it was arranged that they should travel free during the session.

The total mileage of trains in 1861 exceeds that of 1860 by 2,717 miles. The number of passengers carried during the past year, as per returns.....

Members of both Houses.....	159	
Volunteers to Windsor and back.....	483	642
		<hr/>
		81,359

being 6,685 less than in 1860.

The number of drivers carried in 1861 not enumerated in return of passengers.....	7,398
Do. do. 1860.....	7,502

The gross earnings of passenger traffic, as per returns, amount to. \$56,884.56

Add carriage of Members	\$263.52	
Do. do. Volunteers	652.05	915.57
	<hr/>	<hr/>
		\$57,800.07

being a decrease of \$3,985.31 from 1860 in this branch of traffic.

Horse and Waggon receipts show a few dollars increase.

The Freight business during the past year exhibits an increase over 1860 of \$8,443.07.

I regret to find there has been a falling off in passenger travel during 1861. The through travel to and from the United States, during the past season, has been on a limited scale; and I presume the general depression of trade over the Province has been the means of impairing the local traffic, as the intermediate stations exhibit a general decrease of nearly 8 per cent.

I am glad to observe that the freight traffic shows a favorable increase. The transport of square timber from Truro, and intermediate stations on Main Line, and deals from Still Water, Windsor Branch, to Richmond, for shipment to England, and also a large number of bricks from near Elmsdale and Shubenacadie, for Halifax market, form the principal items of this increase. The inconvenience and expense hitherto experienced in shipping at Richmond will now be obviated since the erection of the wharf, whereby cars can be run to any part of it alongside the vessels, which will be a saving to the shipper of at least a dollar and a half per car load, a considerable item in the transportation of rough freight, such as cord wood, wharf logs, &c., when a large trade is carried on. You will observe that the largest proportion of this increase is derived from the Main Line. On the Windsor Branch, during 1861, a large decrease in plaster trade has taken place, in consequence of the demand for the present being limited, owing, I understand, to the civil war in the United States. The general freight (particularly hay and straw) has increased to such an extent that frequently our present supply of covered cars has been inadequate to meet the requirements, without risk of damage to property.

The extension of siding accommodation, and alteration of several tracks at Richmond, are of material advantage in expediting the marshalling of trains.

The want of telegraph communication along both lines is still seriously felt. I am convinced that no single line of railway can be satisfactorily and efficiently operated without the means of telegraph at the important stations.

During the past season it has been found necessary to run special trains to connect the Windsor and St. John steamer with the mail steamers to and from England ; and frequently arrangements had to be made after the departure of the afternoon trains, consequently much delay and inconvenience to travellers, and anxiety in the management of the road.

I regret to notice two casualties which occurred with the passenger trains, whereby two persons were so severely bruised as to cause death,—one at Four Mile Station, and the other at Windsor Junction. I cannot see that any blame can be attributed to the officers, as in both instances the parties were endeavoring to get on the train when in motion.

I am, Sir, your obedient Servant,

GEO. TAYLOR.

(a. 1.)

NOVA SCOTIA RAILWAY.

Dr......SUPERINTENDENT OF TRAFFIC DEPARTMENT in account with REVENUE.....*Cr.*

1861.						1861.	
Jany. 1.	To bal. from Dec. 31, 1860.....				\$1,568.86	Decr. 31.	By Cash paid R'lway Commissioner. \$114,408.86
Mar. 31.	Receipts 1st Quarter....	\$19,049.93					Overcharges on Freight, as per
June 30.	Do. 2nd Do.	31,060.00					weekly returns.....
Sep. 30.	Do. 3rd Do.	34,504.45					Balance arrears at Stations
Dec. 31.	Do. 4th Do.	31,413.80					
					116,028.18		
					\$117,597 04		\$117,597.04

GEORGE TAYLOR,

Superintendent of Traffic.

(b. 1.)

RETURN SHOWING THE VARIOUS SOURCES OF REVENUE AND AGGREGATE
EARNINGS OF EACH STATION FOR THE YEAR ENDING DEC. 31, 1861.

Name of Agent.	Station.	Passenger traffic.	Horse and Waggon traffic.	Freight traffic.	Total.
Arthur Busby....Pass'r. Agt	Richmond ..	\$21689.20	\$4409.92	.....	26099.12
Jas. Alexander...Freight do.	... Do. ...	.....	.....	\$21053.84	21053.84
Edward Moran...Station do.	Bedford....	1779.54	359.76	993.49	3042.79
J. H. Hodson..... Do. ..	Windsor Ju.	747.10	24.15	95.68	866.93
George Nichols..... Do. ..	Grand Lake.	197.98	68.98	40.14	307.10
A. G. McDonald..... Do. ..	Elmsdale ...	1261.14	467.30	929.74	2658.18
.... Do. Do. ..	Fletcher's ..	.....	.....	36.91	36.91
.... Do. Do. ..	Truro Road.	.....	27.81	30.61	58.42
A. Kirkpatrick..... Do. ..	Shubenac'die	1739.85	267.31	1670.86	3678.02
Wm. F. Boggs..... Do. ..	Stewiacke ..	1186.43	639.78	957.35	2783.56
Edward McPhee..... Do. ..	Brookfield ..	1082.41	396.45	1626.49	3105.35
Hugh McCallum..... Do. ..	Truro.....	6910.44	1793.50	5838.72	14452.66
J. H. Hodson..... Do. ..	Beaver Bank	354.13	74.04	177.48	605.65
Wm. M. Hiltz..... Do. ..	Mt. Uniacke.	940.83	319.36	596.63	1656.72
John L. Sweet..... Do. ..	Newport....	2269.34	479.14	2233.30	4981.78
Chas. E. Harding.... Do. ..	Windsor....	9477.59	2693.17	7133.06	19309.82
John Murray ....Conductor.	.....	234.16	.....	.....	234.16
Elisha Loasby..... Do. ..	.....	170.71	.....	.....	170.71
John Ryan..... Do. ..	.....	316.27	.....	.....	316.27
J. McC. Archibald.... Do. ..	.....	304.09	.....	.....	304.09
A. G. McDonald..... Do. ..	.....	70.99	.....	.....	70.99
H. Hyde .....Stage Prt'r.	.....	1963.03	.....	.....	1963.63
T. S. Lindsay Do. ..	.....	1321.17	.....	.....	1321.17
J. King & Bros....Stboat Pro.	.....	1348.00	.....	.....	1348.00
Season Tickets .....	.....	1058.87	.....	.....	1058.87
Commissariat .....	.....	461.29	.....	.....	461.29
Genl. Post Office.....	.....	.....	.....	2400.00	2400.00
P. Way Con., Eng. & Car Hire..	.....	.....	.....	59.50	59.50
Construction..... Do. ....	.....	.....	.....	1623.25	1623.25
Totals..		\$56884.56	\$11930.67	\$47212.95	\$116028.18

GEORGE TAYLOR.

(C. 1.)

STATEMENT SHOWING MILEAGE OF TRAINS, NUMBER OF PASSENGERS, AND
QUARTERLY RECEIPTS, FOR THE YEAR ENDING DEC. 31, 1861.

MAIN LINE.

Qr. end'g	Mil'ge of trains.	No. of Passengers.			Amounts received for			
		1st cl.	2d cl.	Total.	Pass'grs.	Horse and Waggon.	Freight.	Total.
March 31..	19190	2480	4799	7279	\$5013.83	\$1365.79	\$5501.70	\$11881.32
June 30..	20239	4413	6747	11160	7425.35	995.95	8618.56	17069.86
Sept. 30..	20830	6211	8073	14284	9819.11	1382.27	8418.43	19619.81
Dec. 31...	20853	3531	7999	11830	8114.08	2335.75	6562.49	17012.32
Total..	80612	16935	27618	44553	\$30372.37	\$6079.76	\$29101.18	\$65553.31

WINDSOR BRANCH.

Qr. end'g	Mil'ge of trains.	No. of Passengers.			Amounts received for			
		1st cl.	2d cl.	Total.	Pass'grs.	Horse and Waggon.	Freight.	Total.
March 31..	14089	1845	3556	5401	\$3394.50	\$998.32	\$2775.79	\$7168.61
June 30..	15553	4125	5944	10069	7354.63	694.14	5971.37	14020.14
Sept. 30..	15560	6638	5258	11896	9143.23	1416.27	4325.14	14884.64
Dec. 31..	15418	3985	4813	8798	6619.83	2742.18	5039.47	14401.48
Total..	60411	16593	19571	36164	\$26512.19	\$5850.91	\$18111.77	\$50474.87

SUMMARY.

Qr. end'g	Mil'ge of trains.	No. of Passengers.			Amounts received for			
		1st cl.	2d cl.	Total.	Pass'grs.	Horse and Waggon.	Freight.	Total.
March 31..	33270	6325	8355	12680	\$8408.33	\$2364.11	\$8277.49	\$19049.93
June 30..	35532	8538	12691	21229	14779.98	1690.09	14589.93	31060.00
Sept. 30..	36300	12349	13331	26180	18962.34	2798.54	12743.57	34504.45
Dec. 31..	35591	7816	12812	20628	14733.91	5977.93	11601.96	31413.80
Total..*	141053	33528	47189	80717	\$56884.56	\$11930.67	\$47212.95	\$116028.19

* Mileage of engines engaged in shunting and assisting Trains and on maintenance of way not included. Drivers with carriages not included.

GEORGE TAYLOR.

(d. 1.)

STATEMENT SHOWING THE NUMBER OF PASSENGERS FOR THE YEAR ENDING
DECEMBER 31, 1861.

MAIN LINE.					WINDSOR BRANCH.				
Month.	1st cl.	2d cl.	Total.	Totals.	Month.	1st cl.	2d cl.	Total.	Totals.
January....	883	1732	2615	7279	January...	680	1042	1722	5401
February...	748	1434	2182		February..	556	975	1531	
March	849	1633	2482		March	609	1539	2148	
April	951	2180	3131	11160	April	1086	1766	2852	10069
May	1247	2254	3501		May	1307	1865	3172	
June	2215	2313	4528		June	1732	2313	4045	
July	2126	2605	4731	14284	July	1705	1650	3355	11896
August	2301	2854	5155		August....	2502	1820	4322	
September..	1784	2614	4398		September..	2431	1788	4219	
October	1562	2628	4190	11830	October ...	1959	1665	3624	8789
November ..	1255	2414	3669		November .	1112	1592	2704	
December ..	1014	2957	3971		December..	914	1556	2470	
Totals...	16935	27618		44553	Totals...	16598	19571		36164

RECAPITULATION.

MAIN LINE.—1st class.....	16,935	2d class....	27,618	Total....	44,553
WINDSOR BRANCH.—1st class....	16,593	2d class....	19,571	Total....	36,164
	33,528		47,189	Total..	80,717

GEORGE TAYLOR.

(e. 1.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS AND IN THE CARS FOR THE YEAR ENDING DEC. 31, 1861.

PASSENGERS.

Stations, &c.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Oct'r.	Nov'r.	Dec'r.	Aggreg'e.
Richmond	\$1250.57	\$982.40	\$1029.74	\$1488.84	\$1698.07	\$2208.71	\$2538.21	\$2655.09	\$2259.64	\$2110.08	\$1679.01	\$1738.84	\$21689.20
Bedford ..	82.66	52.83	92.53	117.09	151.05	179.96	164.42	237.24	228.82	179.70	161.90	181.84	1779.54
Windsor Junc....	41.73	31.50	36.60	51.30	51.86	73.33	60.97	59.78	99.53	78.18	82.69	79.63	747.10
Grand Lake	8.27	9.87	12.88	11.38	24.19	22.06	26.05	22.17	15.24	16.98	11.68	17.16	197.98
Elmsdale	73.37	70.65	84.06	108.51	100.57	103.30	133.36	115.49	117.90	140.64	119.51	93.78	1261.14
Shubenacadie....	140.48	118.85	122.57	126.98	149.63	184.32	185.65	178.15	148.27	143.93	117.72	123.30	1739.85
Stewinacke	88.01	43.34	64.98	105.82	109.93	104.81	142.39	116.26	94.43	118.01	93.27	105.22	1186.43
Brookfield	66.84	59.13	56.11	103.93	85.57	93.07	124.38	110.35	77.87	86.50	88.43	120.23	1082.41
Truro	471.40	386.95	233.46	480.53	564.83	627.04	748.28	864.30	679.93	620.37	485.76	648.49	6910.44
Beaver Bank	19.40	15.09	24.51	29.29	26.65	31.15	38.79	87.73	36.25	31.91	31.56	31.80	354.13
Mt. Uniacke	45.11	44.37	56.89	87.46	77.70	90.85	110.61	93.46	88.79	94.37	76.85	74.37	940.83
Newport	117.85	125.93	163.78	178.85	204.97	240.20	204.36	277.14	230.30	207.99	157.21	160.76	2269.34
Windsor	362.39	325.89	394.00	676.45	940.42	1086.79	1087.03	1210.85	1058.89	982.46	726.75	625.67	9477.59
Conductors	69.19	39.94	62.27	70.34	75.13	80.14	76.82	98.68	128.69	126.73	133.81	134.48	1096.22
H. Hyde, Stage Co.	41.31	27.54	47.43	75.74	234.09	194.31	250.16	258.58	233.33	276.94	190.49	133.11	1963.03
T. S. Lindsay, do.	69.62	87.98	82.62	113.99	186.66	151.47	103.28	108.63	52.02	166.00	120.87	78.03	1321.17
King & Co. Sb't Co.	.....	.....	.....	54.00	69.50	54.00	35.00	254.50	391.00	329.50	123.50	37.00	1348.00
Season Tickets....	201.25	123.00	42.00	76.50	97.00	32.50	126.75	123.87	12.50	142.25	66.25	15.00	1058.87
Commissariat .....	.....	.....	8.04	.....	.....	367.20	.....	.....	30.16	.....	.....	55.89	461.29
Total's.....	\$3149.55	2544.36	2714.42	3906.95	4847.82	6025.21	6156.51	6822.27	5983.56	5852.54	4467.26	4414.11	\$56884.56

(f. 1.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR THE YEAR ENDING DECEMBER 31, 1861.

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	\$298.96	\$306.72	\$188.74	\$216.25	\$220.97	\$281.02	\$280.29	\$358.03	\$372.44	\$579.77	\$551.59	\$655.14	\$4409.92
Bedford	16.86	13.82	15.99	16.65	23.04	27.61	35.58	28.81	46.93	34.97	59.16	41.24	359.76
Windsor Junction	1.45	.....	.95	1.05	2.20	.....	.....	4.30	2.96	4.22	4.71	2.31	24.15
Grand Lake	7.80	4.75	4.20	.60	1.35	5.25	7.87	4.75	6.77	5.84	7.90	11.90	68.98
Elmsdale	17.64	8.19	17.93	18.34	44.33	34.59	43.94	39.90	59.60	72.59	71.17	39.17	467.30
Truro Road	10.96	8.60	5.50	3.65	.....	.....	.....	.....	.....	.....	.....	.....	27.31
Shubenacadie	38.91	13.08	10.22	9.69	12.31	30.83	21.13	32.23	28.20	35.15	17.14	18.42	267.31
Stewiacke	44.93	29.80	25.81	31.69	21.22	35.90	51.43	27.12	25.33	121.12	118.26	107.17	639.78
Brookfield	55.52	5.41	8.16	26.02	17.82	32.29	15.94	35.27	17.74	46.31	37.90	98.07	396.45
Truro	289.63	140.19	50.29	43.84	53.40	99.72	124.09	123.92	125.89	108.27	140.05	404.21	1703.50
Beaver Bank	3.03	.50	1.15	7.57	6.58	3.00	10.35	7.91	9.37	7.95	7.71	8.98	74.04
Mount Unioke	19.20	13.59	14.22	21.73	26.11	24.70	26.61	26.27	37.52	37.08	47.27	25.06	319.36
Newport	10.36	7.20	11.80	9.50	11.74	30.80	24.35	37.19	88.78	130.78	81.62	35.02	479.14
Windsor	217.15	206.59	119.21	96.69	56.29	82.81	71.38	166.18	372.17	506.36	393.36	403.98	2693.17
Totals	\$1131.50	758.44	474.17	503.21	497.36	689.52	712.96	891.88	1193.70	1689.42	1537.84	1850.67	\$11930.67

(G. 1.)

STATEMENT OF MONTHLY RECEIPTS AT THE RESPECTIVE STATIONS FOR THE YEAR ENDING DECEMBER 31, 1861.

FREIGHT.

Stations.	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Oct'r.	Nov'r.	Dec'r.	Aggreg'e.
Richmond	\$763.23	\$1450.38	\$1186.47	\$1833.02	\$2820.50	\$2633.09	\$1968.74	\$1878.47	\$1744.83	\$1888.51	\$1483.63	\$1402.97	\$21053.94
Bedford	36.85	67.24	150.71	104.95	98.09	47.59	50.97	45.61	64.42	68.35	87.33	81.38	903.49
Windsor Junction.	2.70	6.87	6.70	5.37	11.64	9.72	4.00	3.83	3.83	13.53	15.52	12.00	95.68
Fletcher's	2.50	2.12	2.63	2.75	2.79	2.01	.62	1.40	1.82	.80	14.15	3.32	32.91
Grand Lake	1.05	3.83	6.80	3.78	3.73	5.29	3.17	1.29	5.95	.77	1.90	2.67	40.14
Elmsdale	50.53	40.13	77.08	71.05	121.42	104.96	108.04	76.52	75.33	83.91	64.07	56.70	929.74
Truro Road	2.30	2.43	2.65	5.43	6.75	2.67	1.61	1.12	1.32	2.22	1.51	.60	30.61
Shubenacadie	74.92	92.36	90.57	178.51	188.32	145.00	173.46	145.85	143.03	160.77	146.67	131.40	1670.86
Stewiacke	72.55	51.55	66.38	89.45	96.17	82.08	95.43	114.30	72.65	96.98	65.02	54.79	957.35
Brookfield	116.18	86.77	86.42	138.66	178.68	113.67	179.01	195.39	136.36	159.20	111.21	124.94	1626.49
Truro	390.99	332.46	384.38	549.90	561.99	337.32	597.15	524.40	504.98	721.30	441.82	492.03	5838.72
Beaver Bank	13.80	11.08	14.40	24.04	31.06	15.17	15.90	12.43	15.13	4.10	11.66	9.61	177.48
Mount Uniacke....	24.70	43.04	30.89	46.44	43.93	27.75	43.53	25.48	21.59	32.56	27.70	28.92	396.53
Newport	184.24	101.68	169.43	249.98	225.19	217.31	186.07	148.16	119.92	266.84	167.06	197.42	2233.30
Windsor	440.73	466.81	465.96	849.21	875.99	513.01	563.62	644.81	627.05	561.94	711.50	418.43	7139.06
Post Office			600.00			600.00			600.00			600.00	2400.00
Pemt. Way Contr's													
Eng'e & Car hire.					59.50								59.50
Construction						255.00	234.00	457.00	105.00	237.25	282.50	52.50	1623.25
Totals	\$2177.27	2758.75	3341.47	4152.54	5325.75	5111.64	4224.42	4275.94	4243.21	4299.03	3633.25	3669.68	\$47212.95

(h. 1.)

COMPARATIVE STATEMENT OF RECEIPTS ON THE MAIN LINE FOR THE YEARS ENDING DEC. 31, 1859, 1860, AND 1861.
1859.

	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Oct'r.	Nov'r.	Dec'r.	Aggregate.
Passengers	1924.97	1603.94	1894.72	2023.75	2352.40	3477.25	3577.13	3121.90	3476.31	2893.68	3330.45	3824.02	38500.52
Horse & Waggon..	451.60	335.38	249.00	139.05	106.03	175.55	112.45	194.82	355.27	427.82	529.99	720.55	2791.51
Freight	981.48	941.08	1802.40	1407.65	1390.12	2127.30	1630.58	1451.88	2047.48	2147.40	1644.44	2518.42	20030.23
Totals.....	3358.05	2880.40	3946.12	3561.45	3848.55	5783.10	5320.16	4768.60	5879.06	5468.90	5504.88	7062.99	57382.26

1860.

Passengers	1757.60½	1726.03	2968.18½	2175.44½	2834.47	3642.91	2524.01	4794.11	3528.83	2246.73	3510.27	2740.87	38949.52
Horse & Waggon..	404.14	426.24½	240.02½	281.11½	270.34	472.52	432.98	352.72	621.09	685.01	884.79	945.93	6016.93
Freight	1295.17	1231.94	2353.88	1478.71½	2020.34½	2476.69	1934.25	1396.71	2362.98	1981.38	1648.66	2047.47	22228.19
Totals....	3456.91½	3384.27½	5562.09	3935.27½	4625.15½	6592.12	4891.24	6543.57	6512.90	4913.12	6043.72	5734.27	62194.64

1861.

Passengers	1906.97	1556.39	1550.47	1992.05	2539.43	2893.87	3390.62	3575.01	2853.48	2966.52	2466.39	2381.17	30372.37
Horse & Waggon..	787.50	365.99	212.30	294.40	295.24	406.31	471.60	477.39	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	6220.90	6735.11	7000.93	5883.77	6266.78	4914.34	5831.20	65553.31

(i. 1.)

COMPARATIVE STATEMENT OF RECEIPTS ON THE WINDSOR BRANCH FOR THE YEARS ENDING DEC. 31, 1859, 1860, AND 1861.

1859.

	Jan'y.	Feb'y.	March.	April.	May.	June.	July.	August.	Sept'r.	Oct'r.	Nov'r.	Dec'r.	Aggregate.
Passengers	1638.07	1020.42	1102.35	1681.23	1816.08	3279.08	2633.82	2854.78	3225.00	2835.36	2084.95	2524.19	\$26704.33
Horse & Waggon..	118.98	126.88	89.06	73.93	88.06	101.28	124.91	276.67	1247.88	1056.55	744.86	948.32	4997.38
Freight	564.03	573.38	987.44	1071.00	1353.34	1421.90	1030.83	934.88	1475.45	1632.55	1443.45	1305.35	13793.60
Totals	2321.08	1720.68	2178.85	2826.16	3257.48	4802.26	3789.56	4066.33	5948.33	5524.46	4273.26	4777.86	\$45495.31

1860.

Passengers	1322.98	1001.39	1659.73½	1776.89½	1926.83	3229.73	2472.86	4741.31	3697.91	2020.25	2164.45	1730.52	27835.87
Horse & Waggon..	281.47	417.05½	325.76½	171.94½	135.11	280.70	325.66	380.59	1078.09	867.97	818.69	815.68	5898.72
Freight	661.37	750.26	1319.63	946.46½	1088.26½	1457.49	982.96	865.44	2016.59	2735.53	2568.25	1140.44	16541.69
Totals	2265.82	2258.70½	3305.13	2895.30½	3150.29½	4967.92	3781.48	5987.34	6792.59	5624.75	5551.39	3695.64	50276.28

1861.

Passengers	1242.58	987.97	1163.95	1914.00	2308.39	3131.34	2765.89	3247.26	3130.08	2886.02	2000.87	1732.94	26512.19
Horse & Waggon..	344.00	392.45	261.87	208.81	202.12	283.21	241.36	413.99	760.92	1080.10	870.41	791.67	5850.91
Freight	881.58	898.47	995.74	1555.80	2234.65	2180.92	1351.53	1327.91	1645.70	1608.09	1852.73	1578.65	18111.77
Totals	2468.16	2278.89	2421.56	3679.51	4745.16	5595.47	4358.78	4989.16	5536.70	5574.21	4724.01	4103.26	50474.87

(j. 1.)

STATEMENT SHOWING DESCRIPTION OF FREIGHT FORWARDED FROM EACH STATION DURING THE YEAR ENDING DEC. 31, 1861.

Name of Station.	Single Horses.	Empty Wag'ns or Sleighs.	Loaded Wag'ns or Sleighs.	Hhds. & Puns.	Bbls. & Kegs.	Boxes.	Baskets.	B'dls & sundry packages.	Bundles Iron.	Bars Iron.	Castings.	Feet of lumber.	Cars of lumber and timber.	Cars of logs, masts & spars	Cords of wood.	Shingles.	Cords of bark.	Cars of laths & lathwood.	Staves & hoop wood.	B'dls bay and straw.
Richmond	2934	1531	1197	1350	29554	11503	114	15620	1962	12463	1072	1000	.....	12	.....	.....	.....	.....	.....	.....
Bedford	472	341	116	138	1286	265	26	100	5	15	.....	4100	.....	4	743	.....	.....	.....	.....	25
Fletcher's	1	.....	.....	.....	4	1	.....	11	.....	.....	.....	.....	20	.....	.....	.....	.....	.....	.....	.....
Grand Lake	74	39	38	.....	1	.....	.....	.....	.....	.....	.....	6800	31	6	114	.....	.....	.....	.....	.....
Elmsdale and Truro Road ..	456	123	336	3	83	79	4	124	1	1	.....	28000	.....	32	.....	31000	.....	.....	93	530
Shubenacadie	266	201	93	10	196	215	15	188	20	6	.....	49130	31	.....	.....	463000	.....	.....	.....	685
Stewinacke	397	267	127	2	224	2251	10	324	1	1	.....	5000	34	59	84	285500	.....	25	87	40
Brookfield	255	100	125	262	216	98	4	46	14	.....	.....	6056	60	.....	.....	.....	.....	.....	.....	110
Truro	796	354	454	140	2231	1733	10	477	.....	127	.....	.....	143	.....	.....	.....	.....	.....	.....	849
Windsor Junction	42	29	10	1	91	72	.....	7	.....	.....	.....	257250	.....	148	710	10000	24	.....	.....	.....
Beaver Bank	105	49	57	.....	2	3	.....	4	.....	.....	.....	17700	25	78	540	312000	.....	.....	.....	.....
Mount Uniacke	321	108	193	6	82	32	1	14	1	4	.....	71350	218	15	1458	1257750	.....	.....	79250	20
Newport	260	145	130	.....	818	135	11	73	.....	19	.....	2000	171	.....	558	18000	36	16	.....	3034
Windsor	1114	278	882	7	2793	4470	137	3992	25	56	763	6000	68	7	.....	63750	.....	.....	.....	2144
	7493	3565	3758	1912	37581	20857	332	20980	2029	12692	1835	451386	861	361	4207	2441000	60	41	79430	7437

(j. 1.)—Continued.

Name of Station.	Cars of Plaster.	Cars of Stone.	Cars of Brick.	Cars Sand & Clay	Cars of Earthenware.	Coils of Rope.	Skins & Hides.	Stoves.	Carcases Meat.	Pork in carcasses	Cows or Oxen.	Calves.	Sheep.	Tubs of Butter.	Hams.	Qtls. of Fish.	Chests of Tea.	Bags Potatoes, Oats, &c.	Pieces and Lots Furniture.	Ploughs.	Hay Presses.	Canocs.	Cars of Juniper Knees.	Cars of Shooks.	Cars Machinery.	Rolls Leather.	Cars Railway Sleepers.	Railway Chairs.	Cars of Rails.	
Richmond							1792	1572																						
Hedford																														
Fletcher's																														
Grand Lake		8																												
Elmsdale & Truro Road		1176000	14	17																										
Shubenacadie		600000																												
Stewiacke		3000																												
Brookfield																														
Truro																														
Windsor Junction																														
Beaver Bank																														
Mount Uniacke																														
Newport	160																													
Windsor	34	35000																												
	169	62	1813000	149	17	1792	1723	13	675	2941	3827	1159	19253	136	1613	926	1291	248027	1004	2	2	2	2	2	2	2	618	10	4136	2

(C.)

LOCOMOTIVE DEPARTMENT, RICHMOND,
JANUARY, 1862.

SIR,—

Herewith I beg to submit the returns in connection with the locomotive department, for the year ending 31st December, 1861.

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, with fuel and stores consumed, with the averages.

I accepted office as Locomotive Superintendent on the first day of March, 1861. Upon entering on my duty I found great inconvenience from the detached state of the respective workshops,—the machine shop being so far from the engine shed, in which a great deal of the lighter class of repairs is done. The removal of the articles required for such service was attended with much trouble, loss of time, and expense. The turntable, too, being so inconveniently situated, with so many sets of points to pass upon a sharp curve, it was often difficult in stormy weather to reach it. The table having been left uncovered, exposed to the action of the frost, made it difficult to work, and after causing heavy expenses for repairs, in the month of May last gave out entirely. Previous to this, the machinery about it had become so strained, that it was unsafe to have an engine turned upon it. Since the new engine house has been built, the table it contains has been in use, and is all that I could wish. It affords great accommodation to this department of the service.

The sidings have been extended during the summer, and trains can now be marshalled without interfering with the Main Line, and can be started, too, with more punctuality. There is also good accommodation for the unloading of timber at the new wharf; cars can be put in and left there until unloaded. Formerly they had to be shunted one by one, requiring a large addition of locomotive accommodation.

You will perceive by referring to Return No. 1, that our consumption of wood, oil, and tallow, is slightly greater than in 1860. We used no coal however in 1861, while in 1860 there were about 24 tons consumed. By comparing the average number of cars in each train, it will be seen that there is 1 2-3 cars, per train, more than in 1860, which fully accounts for the greater consumption of stores. With reference to tallow, it was an imported article, of very poor quality as a lubricating substance, and was impregnated with salt, which is injurious to valves and cylinders. The Nova Scotia article we are now getting, is good and free from salt, and much better as a lubricator.

The cost of motive power for regular and extra passenger trains in 1860 is given at 18-57 cents per mile; for 1861 the cost by the same calculation is found to be 19-15 cents. The total cost of motive power per mile run on all services is 21.53 cents.

You will observe from return No. 1 that six of the locomotives have not been in use during the year. The remainder are in general good working order. The action of the frost upon the road bed in the beginning of winter, and previous to the fall of snow, renders the line very hard and unyielding, and is therefore severe upon this branch of our rolling stock; in fact, three winter months are as injurious as the remaining nine, especially on springs and tyres, which it is difficult to keep in running order.

I would beg to bring under your notice the necessity of telegraphic communication along the lines. A single line cannot be safely and efficiently worked without such communication, especially where extra trains are required to be sent out, as due notice must be given of the intention. Likewise in snow storms, and in cases of casualties taking place, there is often great delay caused from the want of means for such communication.

Referring to the accident which occurred at Cobequid Road, on the 21st March last, I have to remark that the damage sustained was confined principally to the cabs, hand railings, and outside works, which came in contact with the snow plough. None of the axles of the engines or tenders were strained. There were 4 engines out at the time, with the snow plough attached. I intended, after arriving at the Junction, to send two to Windsor and two to Truro. The wind had drifted the snow very hard, and having endeavored unsuccessfully on the day previous to leave Richmond with two engines, I considered it safer and better to send out four. When snow is hard and deep, a heavy steam power, with a slow rate of speed, is far safer than light locomotive power, requiring greater speed.

The following is a statement of the Rolling Stock, with remarks:

Passenger Engines from Neilson & Co.....	10
“ “ “ Portland Co.....	5
Ballast	5
<hr/>	
Total.....	20
<hr/>	
First Class Passenger Cars.....	10
Second	8
Mail Vans	5
Freight Cars	21
Horse and Cattle Cars.....	19
Sheep Car	1
Platform Cars	101
Side-tip Ballast Cars	12
Scotch “ “	1
Snow Ploughs	3

FIRST CLASS PASSENGER CARS.

These cars are in good running order. During the past year two have been

thoroughly painted, in the same ornamental style as when new. It would be desirable to varnish two, and paint and varnish the remaining six, as they can be spared from service, and a convenient shed be provided to hold them, while it is being done. Eight new cast-iron wheels have been put under these cars during the year.

SECOND CLASS PASSENGER CARS.

All of these cars are in good running order; five of them have been repaired during the season, receiving new canvass coverings for the roofs, well coated with paint. The bodies begin to require painting.

BOX CARS.

These comprise 21 freight, 19 cattle, 5 mail, and 1 sheep car. Thirty-eight are in good running order; 3 freight, 4 cattle, and 1 sheep car are now under repair, for wood work only.

PLATFORM CARS.

Ninety-one of these are in good running order; ten are in course of repair. The increase of freight during the past year, and the demand for extra freight trains for cord wood, lumber, timber and shingles, are likely ere long to require more of this description of stock. Seventy-two new wheels have been put under the platform cars.

SIDE TIP CARS.

These have done but little service, but the wood work requires some repairs. The wheels are in good order. There were last year 3 brake vans on hand, but their want of adaptation to our road, and the great expense of running them attached to trains, was so fully demonstrated, that they have been condemned and dismantled.

CAR SHOP.

The want of a suitable car shop has long been felt, all the work having at present to be done outside, in all weathers. The constant exposure of the cars has been very injurious to them. So soon as the troops evacuate the stone building improvised for barracks, the department will be provided with accommodation suitable for the purpose, as well as for carpenter and paint shop. During the year, among other things, the following articles have been imported for renewal services, viz.:

28	30-inch	Tender	Wheels.
20	28	Truck	do.
180	33	Car	do.
4	Engine-driving Wheel Tyres.		
8	Truck	do.	do.

I have the honor to be, Sir,

Your obedient Servant,

To the Hon. J. McCully.

W. JOHNSTON,
Locomotive Supl.

RETURN No. 1.

STATEMENT OF MILEAGE AND CONSUMPTION OF STORES FOR YEAR ENDING
DEC. 31, 1861.

No. of Engine.	Miles run.					Consumption of			
	Reglr. & Extra Pass'ger and Frgt. Trains.	Construction Works.	Shunting & as- sisting Trns.	Maintenance of Way.	Totals.	Wood. cords.	Oil. gals.	Tallow. lbs.	Waste. lbs.
1	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	90	525	.....	23	638	30.25	13.75	43.50	21.50
4	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	10,266	.....	160	86	10,512	246.75	112.37	524.25	167.50
7	2,587	.....	2,643	180	5,410	151.00	51.13	274.25	56.00
8	22,204	.....	73	.....	22,277	535.62	101.62	856.25	338.50
9	14,130	20	74	.....	14,224	429.63	88.38	655.25	268.00
10	5,712	.....	1,702	.....	7,504	186.62	61.75	311.25	109.50
11	13,349	.....	1,132	805	15,286	434.00	133.75	676.50	353.25
12	15,942	.....	14	.....	15,956	437.50	94.00	813.25	280.00
13	10,122	.....	920	.....	11,042	259.00	67.75	493.75	212.50
14	20,865	.....	238	.....	21,103	535.00	131.50	897.25	283.00
15	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	6,224	.....	1,313	1210	8,747	206.50	78.75	334.25	135.50
17	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	4,743	15	858	286	5,902	164.38	62.87	280.75	79.75
19	11,965	.....	544	1473	13,982	314.75	110.25	519.75	218.00
20	2,294	.....	320	593	3,207	85.50	42.75	84.25	41.00
Tot'ls 1861.	140,493	560	10,081	4656	155,790	4016.50	1156.62	6767.50	2564.00
Do. 1860.	142,062	3,026	5,366	8926	159,380	4061.75 and coal 24,186 lbs.	1028.87	4357.75	2908.75

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.

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. . . .	76,092	1817.62	522.37	2962.75	1082.00	41.86	145.66	25.68	70.32	13.41
Halifax and Windsor . .	56,425	1544.75	391.50	2700.75	1088.75	36.52	144.12	20.89	51.82	9.92
Totals and Averages. . .	132,517	3362.37	913.87	5663.50	2170.75	39.41	145.00	23.39	61.04	11.66
Year 1860 for comp'son.	135,854	3272.50	730.25	3578.75	2391.00	41.28	186.03	37.96	56.81	10.00

SHOWING TOTAL MILES RUN ON ALL SERVICES, FUEL AND STORES CONSUMED, FOR THE YEAR ENDING 31st
DECEMBER, 1861, WITH AVERAGES.

How employed.	Total miles run.	Wood burnt cords.	Oil used. gals.	Tallow used. lbs.	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.
Btw'n Halifax & Truro.	80.082	1909.62	567.37	3127.75	1160.00	41.93	141.15	25.60	77.65	13.41
Do. Halifax & Windsor.	60.411	1636.75	435.50	2865.75	1167.75	36.96	138.71	21.00	51.73	9.92
On Construction Works.	.560	28.25	13.25	44.00	23.00	19.82	42.26	12.50	24.34	.....
Shunting and assisting.	10.081	330.88	95.62	532.00	124.00	30.46	105.43	18.95	81.30	.....
Maintenance of Way...	4.656	111.00	44.88	198.00	89.25	41.94	137.43	23.52	52.16	.....
	155.790	4016.50	1156.62	6767.50	2564.00	38.79	134.71	23.02	60.76	11.67

(D.)

NOVA SCOTIA RAILWAY,

RICHMOND, 17th January, 1862.

To the Hon. J. McCully,—

SIR,

For your information I have the honor to submit the following report upon the state and condition of the Railway works, under my inspection and superintendence.

The embankments at Sackville river bridge and Five-mile lake viaduct, referred to in my report of January, 1861, have been widened, without interfering in any way with the running of the trains.

The embankment at Barney's brook still continues to subside on the east side. The contractor for upholdence has now widened this embankment, so that the road may be properly straightened in the early part of the spring, it being considered advisable not to alter the road bed until the new work is properly consolidated.

The embankment at Polly Bog, between pegs 1618 and 1633, where the road has been built across a morass, has settled about two feet, and will require to be raised should any further subsidence take place.

A severe freshet occurred on the 17th April, 1861, causing considerable damage to culverts and drains, on various parts of the line. The principal were,—culverts under Little Meadow brook embankment, and the Wallace and Scott's embankments near St. Croix bridge; they were all more or less undermined, and the walls had partially fallen, leaving pillars at intervals merely sufficient to support the covers. The drain under Doull's embankment, about two miles north of Windsor Junction, was not sufficient to pass the freshet; several gaps were made in the embankment, and the ballast washed away for a considerable distance. The wing walls and pitching of the twelve feet arched culvert near Truro, also sustained considerable damage. In all these cases the contractors for upholdence have repaired the works.

On the 27th December last a very heavy surf, beating against the deep embankment at Grand Lake, dislodged the material for a distance of three hundred feet, for the most part as far in as the centre of the track, and in some places to the outer rail. About 1000 yards of rock were required to make good the damage, and the trains were enabled to proceed regularly on the 2d inst.

New ballast to a large extent has been spread by contractors for upholdence during the season, particularly on the Windsor Branch.

Owing to subsidence on a soft road bed, the ice made on the day and two preceding nights to the 21st March covered the rails near Cobequid road to the depth of four inches. On the 21st, the track being drifted with new snow,

snow plough mounted the rail, and some injury resulted to the rolling stock.

The masonry and timber work of all bridges have been carefully inspected, and I have to report them in good order.

The cost of upholdence has been greatly increased, in consequence of a large quantity of new sleepers having been substituted for decayed ones, and a large amount of breakage in joint chairs. No less than thirteen thousand six hundred and thirty-three old sleepers have been removed and replaced by new ones during the year.

When the winter of 1860 and 1861 set in there was but little frost in the ground. A sudden and heavy thaw in February, succeeded by one of the severest frosts of the season, proved very destructive to the joint chairs. In the course of a single night and day a heavy breakage occurred. Several thousand chairs were shattered, eight thousand six hundred and forty-nine new joint chairs were required to be cast, and have been put in during the year; these have all been made on a new and improved pattern, a couple only of which were found to be defective by cast) are reported to have broken.

When the winter frost set in at the close of 1861 the road bed on the Windsor Branch and Main Line was in excellent condition. The drainage of the lines throughout the past year has had my particular attention; and though some of the clay embankments are more or less troublesome in consequence of slides and slurry, yet all this class of difficulties has been successfully dealt with, without producing any interruption to the travel.

The rails upon the Nova Scotia lines have proved to be of a good material, very few, unless in case of a manufacturing defect, have required to be renewed, and these either within terminal stations, or upon some of the sharper curves. The great mass of the rail superstruction is apparently as good as ever, and warrants me in saying that unless in some cases at the joints the wear and tear is as yet scarcely perceptible.

A badly constructed wood-shed blew down at Windsor, which required to be entirely rebuilt early in 1861. The erection of the new engine house at Richmond, the building of the new wharf, the enlargement of the station grounds, and the increase of siding accommodation required, necessitated considerable expenditure in connection with these works; nearly three quarters of a mile of track required to be refitted, over half a mile relaid, and upwards of three quarters of a mile of entirely new road constructed.

I have the honor to be, Sir,

Your most obedient Servant,

WILLIAM MARSHALL,
Road Inspector.

(E.)

ENGINEER'S OFFICE,

HALIFAX, JAN'Y. 1862.

The Hon. J. McCully, Commissioner of Railways, &c. &c. &c.

SIR,—I beg to submit the following report on the new works executed during the past year under my superintendence.

Up to the end of March last I was engaged under Mr. Light upon the survey and plans of the proposed extension into the city, submitted to the Legislature at its last sitting.

The railway committee, in their report to the Assembly of last session, having submitted that “the increasing traffic in lumber, deals, and the productions of the forest renders it very desirable that some additional facilities should be given to the shipment of lumber at Richmond,” I was directed to prepare plans and specification of the timber work for a wharf 640 feet long by 50 feet in width, and accessible by engines and cars. This work was early in May submitted to competition. On receiving the tenders the government decided to build a length of only 300 feet for the present, but so situated as to admit of an extension of 400 feet in a straight line whenever considered necessary, and so as not to interfere with any extension of the station grounds at a future time. The work was completed early in the month of September.

Along the outer front, for a length of 200 feet, there is an average depth of water at low tide of 20 feet. On the inner side the water is about 5 feet less in depth.

The situation of the wharf is pronounced the most convenient that could be selected, and when the shipment of timber again commences will prove of the greatest utility. The rails extend along its whole length, and goods of any description may be landed direct from the cars into a vessel.

The little bay or pond formed between the wharf and the shore will be found very convenient for mooring the heavy timber which is usually shipped by vessel's port-holes.

The embankment necessary to connect the wharf with the main line and sidings was made from the material brought from the site of the new engine house and from the hill south of the station. Great convenience will be

forded by this embankment in the unloading and storing of timber and similar heavy goods waiting shipment.

About the end of April it was decided to examine the state of the walls of the engine house at Richmond, which had been standing in an unfinished condition since December 1859, as directed in the report of the committee of the House of Assembly, as follows :—“ The committee have directed their attention to the condition of the new engine house at Richmond, with a view to determine whether that structure should be finished, and whether certain aims arising out of its erection should be compromised or paid. The results of a very careful investigation, conducted with the aid of practical men, architects and masons, have decided the committee to recommend that, should it be ascertained when the frost is out of the walls that they can be repaired and completed, so as to bear the roof, the roof shall be put on and the engine house completed, the government having power to adjust the claims of the contractors on fair and equitable principles.”

Messrs. Lang, Malcom and Davis, builders in the city, were selected to examine and report upon the state of the building. The following correspondence thereupon took place :—

RAILWAY OFFICE,

Halifax, 1st May, 1861.

Messrs. Geo. Lang, R. Malcom, and R. Davis :

GENTLEMEN,—Under a report of a committee of the House of Assembly you have been selected to report upon the condition of the unfinished engine house at Richmond. Herewith is enclosed a copy of that part of the committee's report applicable to the subject.

I shall be glad to be favored with your views as early as circumstances will permit.

I have, &c.,

J. McCULLY.

HALIFAX, 6th May, 1861.

SIR,—Your letter of the 1st instant, enclosing copy of directions from a committee of the House of Assembly to examine and report upon the present condition of the new engine house in the course of erection at the railway station, Richmond. Have, in accordance with your request, examined the same, do report, that we have duly examined the said engine house, and give as our opinion that the walls, in their present state, are not fit to support the roof, in consequence of the frost having acted upon the mortar and thereby destroyed its binding qualities.

We found the north wall to have an inclination inwards and out of plumb ; the south wall in the same condition. Whether this may have arisen from the effect of the weather, or defect in building, we were unable to ascertain, but would suggest that the whole of the walls be taken down to the spring of the arches, and to have another survey, so as to ascertain whether the walls are sufficient to carry on the work and finish the building.

We have, &c.,

GEORGE LANG,
ROBERT MALCOM,
ROBERT DAVIS.

The Hon. J. McCully, &c. &c. &c.

RAILWAY OFFICE,

Halifax, 16th May, 1861.

Messrs. Lang, Malcom, and Davis :

GENTLEMEN,—I have to inform you that the walls of the new engine house have been taken down as recommended by you, and it is now ready for further inspection.

I shall be glad to have your further report at an early day.

Yours, &c.,

J. McCULLY.

HALIFAX, N. S., 25th May, 1861.

The Hon. J. McCully :

SIR,—Referring to our preliminary report upon the engine house at Richmond Station,—agreeably to that report, you have caused the walls to be taken down to the part of the building recommended by us. We have again been called upon to make a further report, and in accordance with your request, have examined the walls of the building, and are of opinion that they are capable of being carried up to the height originally contemplated.

GEORGE LANG,

ROBERT MALCOM,

ROBERT DAVIS.

When the walls are completed, the undersigned are of opinion that the original design is not calculated to sustain the roof.

ROBERT MALCOM,

ROBERT DAVIS.

I was immediately thereafter directed to prepare plans and specifications for the completion of the building as it stood ; and to meet the views of each of the above gentlemen, provision was made for strengthening the walls by building buttresses under each of the arched ribs, they having expressed themselves satisfied of the stability of the structure if thus supported.

Plans and specifications were also prepared for a new building of a different design, having a turning-table in the centre, with lines of rails radiating therefrom, and affording accommodation for twenty engines, leaving it with the Government to adopt either of the plans they thought proper on a comparison of tenders to be taken. The specifications in both instances provided that all material upon the ground, furnished by the first contractor, should be used in completing the original or in the erection of the new building.

In general terms, the tenders for the old building included the completing of the outer walls with buttresses, and the finishing of the interior as originally contracted for, except that arrangements were made, by economizing all available space, to accommodate thirteen engines, in place of eight, as was first contemplated ; that for the proposed new design included the taking down and removing the old building, the entire completion of the walls and roof, with interior finish similar to first building.

The lowest tender for the old building—that of Messrs. S. Sutherland and Sons—was \$5,200. That for the new building, by Mr. George Lang, was \$10,567.

From an estimate made upon receipt of the tenders, taking into account the excavation necessary for the site, and the probable increase in the foundations, together with the additional accommodation to be afforded by the proposed new building, the government determined to erect the same. Mr. Lang, on being called upon to fulfill the contract, and notified that the time specified for the completion of the building should be strictly adhered to, declined to enter upon the same, for the reasons that the time was too limited, and that the buildings he was engaged upon would not admit of his whole attention being given to this work. The next tender—that of Mr. John Brookfield, for \$11,963—was accepted on his satisfying the government of his ability to complete the work in the time allowed.

The excavation for the site formed no part of the above contract, but was undertaken by Mr. Brookfield at his schedule price for such work, and which was very low. The quantity of excavation removed was 2,450 cubic yards, costing \$1394.20.

When the plans for this building were made the site had not been determined, consequently the quantity of excavation and masonry in the foundations could not be accurately ascertained. About half of the site fixed upon was made ground, and, from the necessity of founding the walls on the original formation, a portion of them reached to the depth of fourteen feet, thereby increasing the quantity of work beyond that provided for in the specification. The extra work under this head amounted to \$682.

To make a comparative statement of the tenders for the two buildings it is necessary to add to the amount of cost for the old building the value of the roof contracted for, and also the cost of erecting smoke-jacks over each engine, not provided for.

The amount required to complete the old building would therefore stand thus :—

Amount of tender to finish walls, &c.....	\$5,200
Do. contract for roof.....	7,573
Do. estimate for smoke-jacks.....	520
	<hr/>
	\$13,293

Amount of tender for new building.....	\$11,963
Do. extra in foundations, &c.....	682
	<hr/>
	\$12,645.00
Do preparing site.....	1,394.20
	<hr/>
	\$14,039.20

Although the cost of preparing the site, properly speaking, forms no part of the cost of the building, still it is necessary to introduce it here for the purpose of showing a comparison of the fresh expenditure required to complete this unfinished work. Any other amounts for finishing the interior beyond the above are common to both buildings, and are therefore not considered in making comparisons.

The total cost of the building, as it now stands, is as follows :—

Amount of tender and extra foundations, as above.....	\$12,645.00
Laying rails. &c.....	141.00
Whitewashing. &c.....	76.00
Work done by department.....	301.09
	<hr/>
	\$13,163.09
Preparing site.....	1,394.20
	<hr/>
	\$14,557.29

The building was commenced on the 4th day of July, and, with the excavation for the site, was carried on as rapidly as possible. The rock excavation delayed the progress of the brick work for a time, but by the 16th September the walls were completed, and the roof boarded in by the middle of October. The building should have been finished by the 1st November, but the difficulty above alluded to delayed the completion until the 26th November, since which time the engines have been duly accommodated. Every effort was made by the contractor to expedite the work, and but for the great energy he brought to bear upon its execution, the building could not have been finished this season.

It was considered desirable to provide a new turning table for this building. The table in the old building was examined with the view of adapting it to the present, but it was found much damaged and strained, having been frequently broken and repaired. Besides to have made it available in the new building would have required the entire alteration of the driving machinery, the wheels and supports for another line of rails, and the whole area framed and boarded over. To have done all the work necessary to make this table serviceable, would have cost as much as the new one, and could never have afforded any satisfaction. The new table is of the most approved pattern, and is worked with great ease, so much so that one man can turn an engine in a tenth part of the time which it formerly took four men. The cost of this turning table was \$2083.04.

The turning of the engines at Richmond, during the last three winters, has been a source of the greatest anxiety to the Department,—the whole of the forces from the workshops being frequently engaged till midnight at the operation. This difficulty is now removed, and every comfort and convenience afforded.

The old table has been removed from the ground, and those parts of the machinery in good order stored away for the purpose of repairing those at Windsor and Truro—they being of the same pattern.

The wood shed with its water-tank has been removed and re-erected on the siding leading to the new engine house. The water pipes that connected with the water-tank and stone building have been extended, and communicate with the tank on its new site, as well as with the machine shop, and engine house—1200 feet in all. An apparatus has been erected in the latter building for supplying the tenders, and also a hydrant for connecting immediately with the engine boilers, and for general purposes.

Considerable improvement has been made during the summer in the siding accommodation at Richmond.

The embankment forming the station yard has been widened 12 feet, and a new line of rails upwards of 1200 feet long laid down. This is connected with one of the old sidings which has been extended and improved, and now forms a through siding 2000 feet long. The siding to the wharf connects with this, so that accommodation is afforded for a large timber traffic. A portion of this siding is given up to the unloading of brick and other building material which is carted into the city.

To lessen the number of points and crossings in the station yard, and to make the wharf connection more convenient, the two lines leading into the south end of the stone building were taken up, and the entrance to this building given by the north end. By this alteration we get the use of all the three lines of rail inside the building, one of which had never been used previously from the difficulty of access.

The main line as it leaves the passenger shed has been changed, and a more direct line given to the main track at this place. Besides the straightening of the road, this alteration enables the second line in the passenger shed to be used exclusively for spare carriages, and otherwise greatly facilitates the arrangement of the trains, much less time being taken up in this operation than heretofore. This change has also permitted of our dispensing with four sets of the points and crossings over which the trains had to pass on entering or leaving the station, and as they were being traversed almost constantly in the shunting of the trains, the benefits arising from the alterations, especially during the winter months, cannot be too highly estimated.

The siding to the new engine house is 290 yards in length, is nearly straight, and of easy access. Connecting with this siding, two lines have been relaid into the machine shop, and also a line along its side for the accommodation of wheels and axles ready for use.

The service ground in the neighborhood of the new building and machine shop has been levelled off, and now wears quite a neat and finished appearance.

I have the honor to be, Sir,

Your most obdt. servant,

WM. B. SMLLIE.

Engineer.