

PRINCE EDWARD ISLAND.

There are two lines of Telegraph in Prince Edward Island.

The New York, Newfoundland, and London Telegraph Company were induced, some six years ago, by the guarantee of £200 a year subsidy for 20 years, to lay down a submarine cable from Cape Tormentine, New Brunswick, to Cape Traverse, P. E. I.—a distance of 20 miles,—and to connect that point with Charlottetown—30 miles. They have a station at Charlottetown, and in winter keep up another at the Cape. Another wire has been stretched by other parties along the posts of this Company from Charlottetown to Cape Traverse, and is continued thence to Summerside—20 miles. The Telegraph statistics for the Island, therefore, are:—

Miles of Line—Cable	10	Number of Stations (constant)	2
Land wire	50—60		“ Instruments
Miles of wire	90		

The number of messages sent is not ascertainable.

The submarine cable has several times been injured by vessels incautiously anchoring upon it, and the Superintendent (Mr. Hyndman) has given to mariners a notice as to its locality, which we have pleasure in publishing. It is this:—

“The cable crosses the Strait of Northumberland, between the Northern point of entrance of ‘Traverse Cove, and the low part about the centre of Jourimain Island, near Cape Tormentine. ‘Course—W. by S., $\frac{1}{2}$ S. magnetic. Distance—3 nautical miles.”

NEWFOUNDLAND.

The New York, Newfoundland and London Telegraph Company have the permission of the American Telegraph Company to maintain three stations in Cape Breton, to connect with continent of America. The connection involves a length of line of 140 miles, including a cable from Aspey Bay, Cape Breton, to Port au Basque, Newfoundland, of 85 miles in length. (Distance 79 miles, balance “slack.”) Including Heart’s Content, they have 12 stations in Newfoundland proper—in all 15, with say 20 instruments—and including the submarine cable they have about 500 miles of line, all single wire.

RECAPITULATION.

Thus all the Provinces of British North America compare as follows in respect of their Electric Telegraphs:—

	Canada.	N. Brunsw'k	Nova Scotia	P. E. Island.	Newfoundl'd	Total.
Length of line—Miles	4,978	760	1,193	60	500	7,496
Length of Wire	6,152	890	1,465	90	500	9,097
No. of Stations	369	31	54	2	15	471
No. of Instruments	411	33	66	3	20	533

Nova Scotia is better supplied with Telegraphic facilities than any other Province, and Prince Edward Island worse, there being in the various colonies one station to the following numbers of people:—

Nova Scotia	1 station to .	6,500 people	Newfoundland	1 station to .	10,000 people
Canada	1 “ “	8,000 “	Prince Ed'd Island	1 “ “	45,000 “
New Brunswick	1 “ “	9,000 “			

The increase of Electric Telegraphs has been rapid and continuous since 1847. In that year, both the Montreal Telegraph Company and the Toronto, Hamilton, Niagara and St. Catharines Electro-Magnetic Telegraph Company were incorporated. The latter was built first, and was the first line put up in British America. It was a simple uninsulated copper wire.

RAILWAYS.

CANADA.

The Railways of Canada have all been constructed by private Companies, assisted in most cases by advances from Government, on which they have undertaken to pay interest as upon other stock. In the case of the Grand Trunk Railway, the largest in the country, and the one most essential to the development of its commerce and its military defence, the Government lien has been postponed, *i. e.*, it is not to carry interest until the Road pays 6 per cent. to the private bond and shareholders.

From the statement recently published by the Auditor, we glean the annexed particulars respecting the Roads therein mentioned, for 1865:—

Railways.	Length in Miles.	Cost of Road and Equipment.	Receipts.	Working expenses and renewals.	Number of persons employed.
Great Western	345	\$23,855,881	\$3,370,637	\$1,545,595	2,851
Grand Trunk (a)	1377	80,704,095	6,470,998	4,932,764	5,370
London & Port Stanley	24 $\frac{1}{2}$	1,032,850	33,191	26,044	38
Welland	25 $\frac{1}{2}$	1,622,843	100,016	69,746	56
Northern	97	5,457,759	506,748	275,941	446
Port Hope, Lindsay & Beaverton	43	1,593,539	94,021	78,123	130
Cobourg & Peterboro' (b)	73	400,000	63,814		
Port Hope & Peterboro' (c)	14	900,000	21,098	18,450	13
Brockville & Ottawa	86 $\frac{1}{2}$	2,602,024	86,375	65,814	108
Prescott & Ottawa	54	2,008,994	86,126	65,137	138
Carleton & Grenville	13	95,077	10,386	5,784	13
Stanstead, Sheffield & Chambly	44	1,216,000	58,420	44,138	70
St. Lawrence & Industrie	12	54,100	8,648	6,506	20
	2148 $\frac{1}{2}$	\$121,543,139	\$10,910,678	\$7,134,102	9,238

(a) Including the Montreal and Champlain, and the Buffalo and Lake Huron Railways.

(b) Not including 18 miles in common with the P. H. L. & B. Railway.

(c) This is the length of the section from Cobourg to Rice Lake, the only one now used.