

	1864.	1865.	1866.	1867.		1864.	1865.	1866.	1867.
	\$	\$	\$	\$		\$	\$	\$	\$
Jan'y....	9,624	7,944	8,703	8,228	July....	15,503	13,935	15,265	16,030
Feb'y....	8,456	6,644	8,320	7,702	August..	14,092	12,890	13,562	15,518
March....	12,166	8,575	10,393	12,103	Sept....	13,121	12,984	13,345
April....	9,989	9,438	11,315	11,300	October..	12,859	15,220	16,420
May....	11,901	11,443	13,186	14,783	Nov....	12,556	13,443	14,930
June....	13,267	11,242	13,107	14,074	Dec....	11,134	12,270	12,650
Tl. ½ yrs	65,403	54,686	65,024	68,196		79,265	80,742	86,172

The official statement of its length, &c., for the year ending December, 1865, is as follows:—

Cost of road and equipment.....	\$4,747,713	Length of road--miles.....	108
Total receipts of the year.....	133,409	" track and sidings.....	110
Working expenses.....	83,907	No. of engines.....	14
Renewals--about.....	8,000	" 1st class cars.....	12
Surplus.....	38,502	" 2nd " ".....	6
		" freight " ".....	65
		" platform " ".....	105
No. of passengers carried.....	144,363	Tons of freight carried.....	44,518
Hands employed, 124; killed, 0; injured, 0.			

The Nova Scotia Railway, a Government work, runs from Halifax to Windsor, with a branch to Pictou. The statement of the position of the main line, on October 30th, 1866, before the Truro line was finished, was as follows:—

Cost—to date.....	\$4,332,588	Length of road—miles.....	45
Gross receipts for the year.....	199,739	" including sidings.....	47
Working expenses.....	145,572	No. of engines.....	20
Renewals, say.....	20,000	" 1st class cars.....	10
Surplus.....	34,167	" 2nd " ".....	11
		" freight " ".....	63
		" platform and timber cars.....	168
No. of passengers carried.....	149,533	Tons of freight carried.....	70,287
Receipts from do.....	\$83,712	Receipts from do.....	\$88,406

Since then the Pictou road has been nearly finished, and the statement at June 30th, 1867, was:—

From Halifax to Truro and Windsor, 62½; Truro to Pictou, 52½; Total, 145 miles.	
Cost of road and equipment.—Halifax to Truro and Windsor, \$4,345,136; Truro to Pictou, \$1,946,893; Total, \$6,292,029.	
Engines, 23; 1st class cars, 14; 2nd do. 8; freight, 82; platform, 170.	
Receipts for 9 months, \$155,098.34; Working Expenditure, \$132,399; Net Revenue, \$22,699.	
Hands employed, 310; killed during 9 months, 3; injured, 4.	

SUMMARY FOR THE DOMINION.

Combining these figures, we have the following summary for the Dominion:—	
Length of line, all the roads.....	2,495½
do. track, including siding.....	2,735½
Cost of all the lines.....	\$158,401,595
Gross receipts of the railways for the year.....	11,496,135
Working expenses of the year, including renewals.....	6,575,637
Paid during the year for dividends, interest, leases, &c.....	4,179,237
Locomotives owned, 485; 1st class cars, 310, 2nd do. 374; freight, 4,214; platform and timber, 2,390.	
Number of persons carried, 2,920,000; tons of freight, 2,260,000.	
Hands employed, 9,391; killed, 80; injured, 103.	

CANALS.

The Canals of Canada are amongst the most important of its public works. The most Easterly work is the St. Peter's Canal, leading into the Bras d'Or, Cape Breton; which is designed to accommodate vessels of 22 feet 6 in. beam; not yet completed.

Next comes the Shubenacadie Canal, intended to connect Halifax with the Bay of Fundy by inland navigation. This work will no doubt some day be finished on a proper scale, when it will be of great service to fishermen and small craft generally. It was undertaken by a private company who failed to complete it properly.

The Bay Verte Canal, to connect the Bay of Fundy with the Gulf of St. Lawrence, is as yet but projected. No work beyond a survey has been accomplished.

The St. Lawrence navigation is 2,385 miles long, and eight Canals, of which seven are Canadian and one American,—have been built to make it practicable for all its length. The works can hardly be said to be complete, though they have been long in use, for the general desire and the ultimate intention is to enlarge them, so as to admit vessels of 1,000 tons to come from sea into Lake Ontario, if not Lakes Erie and Huron. The following table shows the various distances and the size of the Canal Locks:—