

*New Brunswick* :—

Part of the Intercolonial road.....	234 miles.
The Western Extension.....	88 "
The Eastern Extension.....	36½ "
Fredericton Branch Railway.....	22½ "
	381

Concerning the three latter of these, and two other short New Brunswick roads, just completed, and included in our returns in the figures of the New Brunswick and Canada Railway, we have been furnished by a kind and attentive friend with the following memorandum, which is correct :—

1. The "Western Extension," from the city of St. John to the frontier of the State of Maine (distance 83 miles), is being constructed by an American company, the Government paying a subsidy (under an Act of the Local Legislature passed in 1864) of \$10,000 per mile, and taking stock in the Company to the extent of \$300,000. The stock is all paid up. This road is in a forward state, and is expected to be completed in the fall of 1869.

2. The "Eastern Extension," between a point on the E. & N. American Railway, near Moncton, N.B., to the Nova Scotia boundary line (distance 36½ miles, 23 miles of which distance—viz., that between Moncton and Dorchester—are nearly completed, the remaining part of the road being in a forward state), is being constructed by the English International Contract Company, who receive a Government subsidy, under the Act above referred to, of \$10,000 per mile, in addition to which subsidy the Government undertakes to pay, all land damages in excess of \$200 per mile. It is estimated the Government will be called on to pay in excess of the sum named, about \$400,000.

3. The "Woodstock Branch Railway," connecting the city of Woodstock with the terminus of the New Brunswick and Canada Railway (distance 12 miles), is now running. It was built by the "Woodstock Railway Company," and received a Government subsidy of \$10,000 per mile.

4. The "St. Stephen Branch Railway," tapping the New Brunswick and Canada Railway, and running to the town of St. Stephen, on the St. Croix River (18½ miles), is completed. It was built by a local company, and received a Government subsidy of \$10,000 per mile.

5. The "Fredericton Branch Railway," from the city of Fredericton to Hart's Mills, tapping the "Western Extension at this point (distance 22½ miles), is being constructed by a local company, whose stock is principally owned in Fredericton. It receives a Government subsidy of \$10,000 per mile.

Thus, the following are the sums which either have been paid, or will shortly be paid, by the Dominion, for the Local Government, for railways in New Brunswick :—

Subsidy to Western Extension—83 miles.....	\$830,000
Stock .....	300,000
Subsidy to Eastern Extension.....	365,000
Estimated land damages.....	400,000
Subsidy to Woodstock Branch.....	120,000
Subsidy to Fredericton Branch.....	225,000
Subsidy to St. Stephen Branch.....	185,000
	\$2,475,000

*Nova Scotia* :—

Part of the Intercolonial Railway.....	70 miles.
Windsor and Annapolis.....	85 "
Cape Breton Railway.....	20 "
	175

Of these the Windsor and Annapolis line will be completed next year. It is being built by a private company, who receive half the estimated cost of the line as a bonus from Government. This amounts to £188,000 stg., besides £32,600 for the Windsor bridge, in all, £220,600, or \$1,103,000, Nova Scotia currency, which is being paid by the Dominion, and added to the Nova Scotia debt.

We present herewith a map, taken from the admirable Report of the Commissioner of Public Works, just printed, shewing the Robinson line, adopted for the Intercolonial Railway.

Leaving now the future, we present the following table of the monthly traffic on the various railways in operation, from July, 1867 to July, 1868—a continuation of the tables in our last *Year Book*, which shew the monthly traffic for several years back :—

Six months, from July to December, 1867.

—	July.	August.	Sept.	October.	Nov.	Dec.	Tl. ½ yr.
	\$	\$	\$	\$	\$	\$	\$
Great Western Railway....	242,809	336,602	334,989	355,448	380,259	285,805	1,935,912
Grand Trunk Railway....	447,752	600,799	603,632	615,713	720,520	480,946	3,463,362
London and P. Stanley R'y	5,732	4,279	5,219	5,942	3,645	2,276	27,093
Wellsand Railway.....	2,587	4,404	12,460	14,067	11,174	3,056	47,748
Northern Railway.....	49,884	59,606	41,176	61,311	50,667	26,935	269,579
Port Hope, Lind. & Beau'n Ry. and Peterboro Branch	30,776	30,765	31,990	32,524	19,712	7,755	153,522
Cob., P'boro & M'mora R'y	3,833	7,255	5,392	3,315	1,278	Closed	21,073
Wellville and Ottawa R'y	12,056	10,213	14,893	17,751	16,190	11,490	82,593
St. Lawrence & Ottawa R'y	7,059	9,519	8,629	9,292	12,416	9,611	56,526
Carillon and Grenville R'y	2,290	2,125	1,718	Closed.	Closed.	Closed.	6,133
Stan., Sheff. & Cham. R'y							
St. Lawrence & Indust. R'y	900	976	963	1,300	2,006	Closed.	6,145
New Bruns. & Canada R'y	6,646	7,549	7,185	7,469	9,385	4,199	42,433
European & N. Amer. R'y	16,030	15,540	13,880	19,546	15,405	14,266	94,727
Nova Scotia Railway.....	23,193	22,007	23,914	25,518	23,503	19,380	137,515
	845,547	1,111,639	1,106,040	1,169,196	1,266,220	865,719	6,364,361