

### Intercolonial Railway.

The total expenditure on this railway up to 30th March, 1872, was \$8,641,103 81. Up to the 31st December, 1870, the expenditure had been \$3,565,692 63, which shows that there had been expended during 15 months \$5,075,411 18. This is made up in this way:

Construction.....	\$3,441,590 22
Rails, iron bridges, &c.....	832,874 39
Buildings.....	90,203 96
Engineering and survey....	236,341 36
Rolling Stock.....	372,711 81
Managemment.....	25,558 87
Other expenses, including right of way.....	76,130 57
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	\$5,075,411 18

It is expected that the whole of the line from Riviere du Loup to the Metapedia Road will be completed during 1872, a distance of 86½ miles; from Painsic Junction to Amherst, 42 miles; and from Amherst to Truro, 75½ miles—in all 204 miles. The whole of the works have been executed in a very substantial manner. The bridges are all to be of iron, and have been contracted for by two of the most eminent bridge building firms in England and the U. S., viz.: The Fairbairn Engineering Co. in England, and the Phoenixville Bridge Co. in Pennsylvania.

The rails will be throughout of steel, and are being supplied by The Barrow Hematite Steel Co. and the Ebbesvale Co., some of the best railmakers in England.

The rolling stock is of the best description, and has been contracted for upon moderate and satisfactory terms. Up to the present time, it consists of 42 engines, 6 first class cars, 2 second class do., 3 baggage and post office do., 250 box freight do., and 325 platform do.

The extensive works upon section 13 which is very difficult of access, and has two very heavy rock cuttings; and the bridges across the two branches of the Miramichi River, are the great obstacles to the speedy completion of the railway; but the line is now completed and in operation from St. John to Halifax. The whole will be in running order by the end of 1873. During the month of July, 1871, there were employed on the railway an average number of over 9,000 men, 560 boys and 1,790 horses. In consequence of the discovery of the insecurity of the foundation, as contemplated in the original plan of construction of the bridges over the Miramichi, some alteration had to be made in the plan, and an additional \$25,000 was agreed to be paid to the contractors, by order of the Governor in Council, dated 9th March, 1872.

### Railways of the Dominion.

September, 1872.

September, 1872.

	miles.
Grand Trunk—from Portland to Sarnia	798
Do. Richmond to River du Loup.....	222
Arthabaska and Three Rivers.....	35
Montreal and Province Line.....	40
Do. and Rouses' Point.....	50
Brockville & Ottawa—from Brockville to Sand Point.....	74
Perth Branch—Smith's Falls to Perth.....	12
Canada Central—from Carleton Place to Ottawa.....	28
St. Lawrence & Ottawa—from Prescott to Ottawa.....	54
Midland Railway—from Port Hope to Beaverton.....	66
Port Hope to Lakefield.....	40
Northern Railway—Toronto to Orillia.....	86
Allandale to Collingwood.....	31
Toronto & Nipissing—from Toronto to Cobocok.....	87
Toronto, Grey & Bruce—from Toronto to Mount Forest.....	88
Cobourg & Marmora—from Cobourg to Harwood.....	30
Great Western Railway—Niagara Falls to Windsor.....	229
Toronto Branch—Hamilton to Toronto	39
Sarnia do. London to Sarnia.....	61
Wellington, Grey & Bruce Branch—Harrisburg to Clifford.....	83
Brantford Branch—Harrisburg to Brantford.....	8
Petrolia Branch—Wyoming to Petrolia	6

	Miles
Welland Railway—from Port Dalhousie to Port Colborne.....	25
London and Port Stanley.....	24
Vermont Central—St. John's to St. Armand.....	25
Stanstead, Shefford & Chambly—St. John's to Waterloo.....	43
South Eastern Counties Junction—West Farnham to Richmond.....	34
Passumpsic—Sherbrooke to North Derby.....	35
European & North American—St. John, N. B., to Pt. Duchene.....	108
St. Croix to Fredericton.....	67
Fredericton Junction to St. John.....	46½
New Brunswick & Canada—St. Andrews to Watt Junction.....	27
St. Stephen to Watt Junction.....	19
Watt Junction to McAdam Junction.....	16
McAdam Junction to Woodstock.....	50
Branch to Houlton.....	8
Intercolonial—from Painsic Junction to Amherst.....	41
Nova Scotia—from Halifax to Pictou.....	113
Windsor & Annapolis.....	129
Total open—1872.....	3,018½

The following tables are compiled from the returns published in the Official Gazette. They are not perfect, but they include all the figures which have been given: