

the ties required have been contracted for, and sufficient delivered to meet the requirements of contractors. The workshops at Moncton are completed and in use. Passenger and refreshment rooms have been erected at Amherst and Truro, and passenger buildings at Moncton and Painsec Junction. A number of station buildings have been contracted for and are in course of erection. Engine houses are being erected at Rivière du Loup, Metapediac Road, New Castle and Truro and Campbellton. 19 locomotives, 6 1st class passenger cars, 2 2nd class do, 3 Post Office cars, 220 box cars

and 825 platform cars have been delivered and are in use. Deep water wharves have been provided at Campbellton and New Castle. The purchase of right of way has been nearly completed, and without having had resort to Dominion arbitrators. The monthly expenditure upon the whole line is diminishing. During the whole four years, this work has been prosecuted, no strike, riot or disturbance of the peace has taken place, a high tribute to the industrious, orderly, and law-abiding habits of the people.

Railway across Newfoundland.

An exploration for a Railway across this Island was made in 1868 by direction of Sandford Fleming, Esq., and was printed during the session of 1873 for the information of Members of Parliament. The line of survey followed was, between St. John's and St. George's Harbour on St. George's Bay on the western coast. These two Harbours are about 275 miles apart in an air line, but the line of railway would be 291 miles. The most practicable route for a railway from St. John's westward to Piper's Hole 94 miles distant, would be through the centre of the country, the surface being more level and unbroken and the valleys and gorges near the coast mostly disappearing. The general elevation would be from 350 to 500 feet above the sea, westward from Piper's Hole Valley. The Country along the Southern Coast from 15 to 30 miles inland, is one vast waste of barrens and marsh, the barrens not generally rocky, but covered with large loose stones on a sharp gritty gravel. The greater portion is totally devoid of timber of any size. Further inland, the marshes assume the appearance of savannah, are grassy and tolerably dry in summer. The general elevation of this part of the Island is from 600 to 800 feet. A direct line would probably be maintained for some distance from Piper's Hole across these barrens, and then following the more level country towards the north, skirting the water shed reach

the valley and S. W. waters of Exploits River, and either by crossing the summit of the Long Range or by Flat Bay Brook, descend to the sea level at St. George's Bay. In the district of Avalon through which the first part of the road would pass, there is a considerable portion of available farming land, and many well timbered birch ridges; and in the valleys and intervals many acres of fertile soil and some fair sized timber. Little is known of the Exploits River Valley, but in the S. part of the main portion of the Island, there is little agricultural land. On the West part, the land is better; a fair proportion of land is available for settlement, and the valleys fairly timbered with spruce and birch. Excellent crops of hay, oats, barley, potatoes and all green crops are grown, and sheep and cattle thrive remarkably well. The lakes and ponds abound with trout, and many of the rivers with salmon. Lead, copper and iron ores are found in various localities, and coal and petroleum are known to exist on the West part. The mineral wealth promises to be great, 446,080 acres are estimable to be available for settlement in the western part of the Island alone. The climate is not so severe as is generally supposed. The heat in Summer is seldom more than 75 degrees, and the cold in Winter seldom very much below zero. Were a Railway once built and in operation, the distance to Europe would be very materially shortened.

Railways of the Dominion.

The following is a statement of the number of miles of Railway completed, and in operation in Canada in September, 1873:

	<i>Miles.</i>
Brockville and Ottawa Railway	45
Do. Perth Branch.....	12
Canada Central Railway.....	70
Cobourg, Peterboro and Marmora Do....	30
Connecticut and Passumpsic Rivers Do. (Sherbrooke to North Derby).....	35
European & North American Railway, (St. John to Pt. Duchene).....	108
Grand Trunk Railway of Canada, Portland to Detroit	861
Do. Richmond to Trois Pistoles.	244
Do. Arthabaska & Three Rivers.	35
Do. Montreal and Province Line.	40
Do. St. John and Rouses' Point.	50
Do. Buffalo, Goderich & Detroit.	160

Total miles G. T. R.1390

	<i>Miles.</i>
Great Western Railway, (Niagara Falls to Windsor).....	229
Do. Toronto to Hamilton.....	39
Do. London to Sarnia.....	61
Do. Wellington, Grey & Bruce... ..	129
Do. South Extension do	66
Do. Petrolia	6
Do. Air Line	129
Do. Brantford	8
Do. London and Port Stanley....	25
Do. Welland.....	15

Total miles G. W. R.	707
Intercolonial Railway.....	276
Midland Railway of Canada.....	87
Do. Port Hope to Lakefield.....	40
New Brunswick and Canada Railway..	154
Northern Railway.....	115
Do. Muskoka Branch.....	23
South Eastern Counties Junction Rwy..	65