

Oxford
Branch.

608. A line of railway between the Oxford station, on the Intercolonial, and Brown's Point, on the Pictou Town Branch, with a branch from Pugwash Junction to Pugwash Harbour, being altogether $72\frac{1}{3}$ miles in length, has been built, and is now in operation.

Cape
Breton
Railway

609. A line of railway has also been built by the Government through the island of Cape Breton, a distance of $98\frac{1}{2}$ miles, from Point Tupper, at the Strait of Canso, to Sydney. This road forms part of what is known as the Short Line, in which expression is comprised a scheme for connecting Montreal with Canadian Atlantic ports by the shortest route. Connections have been made by this line with the coal mines of Sydney and North Sydney, which are thus placed in direct communication with the Intercolonial system. The road, which is now in operation, connects with the Eastern Extension Railway by means of a ferry between Point Tupper and Port Mulgrave.

Digby and
Annapolis
Railway.

610. The Government have also assumed the work of constructing the link of $20\frac{1}{2}$ miles between Digby and Annapolis, and the road is expected to be completed about the middle of 1891.

Harvey
and Salisbury
Branch.

611. About 115 miles of a contemplated link from Harvey, on the New Brunswick Railway, to Salisbury, on the Intercolonial Railway, which will also provide a short route to Canadian Atlantic sea ports, has been surveyed by the Government. This route, if adopted, would be about 32 miles shorter than that *viâ* St. John.

Chignecto
Marine
Railway.

612. The Chignecto Marine Transport Railway, 17 miles in length, across the Isthmus of Chignecto, separating the Straits of Northumberland from the Bay of Fundy, which is being rapidly built, and which, it is expected, will transfer vessels across in two hours, saving a distance of 500 miles, has