Recapitulation.

Total Debt at July 1st, 1876	$161,204,687 86
Total Assets	36,653,173 98
Net Debt	$124,553,493 88

Interest on Public Debt.

Payable in London	5,191,671 46
Payable in Canada	1,209,230 61
Total Interest	$6,400,902 07

Debt and Interest per capita of Population.

Net Debt *per capita*	$31 11
Gross Debt *per capita*	40 30
Total Interest *per capita*	1 10

Receipts per capita of Population.

Consolidated Revenue, Fiscal Year 1877, *per capita*	$5 62
Estimated Tax Receipts, Fiscal Year 1878 do	4 79
Estimated Expenditure, 1877-'8, deducting Cash Investments, *per capita*	5 78
Estimated Gross Revenue for same year, *per capita*	5 79

The Canadian Pacific Railway.

Full accounts have been given in previous volumes of the *Year Book*, of the progress made with the Canadian Pacific Railway Now we have in an authentic form, the result of the several surveys up to the spring of 18'7, in the very elaborate report with appendices of the Chief Engineer. The surveys cover a period of six years, at a cost to the Government of $3,136 615.75, and they may, in themselves, be called a marvel of their kind. They have established, not only the perfect feasibility, but the fact of an extremely satisfactory line, from the head of St. Lawrence navigation, on Lake Superior, to the Tête Jaune Cache, on the western side of the great Continental "divide" in the main Rocky Mountain chain. This pass has been before described by Mr. Fleming, as the "gate" of the Rocky Mountains. Its highest point of elevation is 3326 feet above the sea, against 8242 the highest level actually traversed by the Union and Central Pacific Railway from Omaha to San Francisco. That is an altitude of much more than double that of the Tête Jaune or Yellow Head Pass. This is, however, only a small part of the advantages of the Canadian line in respect to altitudes, as we shall presently show, from a comparison with the numerous heights actually successfully traversed by the American line. The length of the various lines surveyed and routes explored by the Engineering staff of Mr. Fleming, is 46,000 miles, of which, no less than 11,500 miles have been laboriously measured, yard by yard

On that portion of the line located west of Lake Superior for a distance of 1,500 miles, the gradients are exceedingly favourable. Out of 1,500 miles 1,200 miles will be level or with gradients under 26½ feet per mile, and no portion of the remainder will rise over 53 feet per mile.

The following figures are taken from a diagram published with the Report of the Chief Engineer, showing the different altitudes of the line of the Canadian Pacific, and those actually crossed at corresponding distances by the American line the "Union and Central Pacific"; the former starting at Fort William, the head of Lake Superior, the latter at Omaha, the distances being given in sections of 100 miles, going from East to West, until the Pacific Ocean is reached :—

	Canadian Line Feet above the Sea.	*U. S. Line. Feet above the Sea.*
Fort William	603	
Omaha		965
Nordland	1,540	
Vermont		1,176
Bridged River	1,540	
Jackson		1,470
(The above are within the 1st 100 miles of distance.)		
Butler	1,430	
Grand Stand		1,650
Wabigoon	1,252	
Corresponding distance on U. & C. Pacific		2,152
(Above within 200 miles of distance.)		