EDITORIAL REVIEW.

NOVA SCOTIA RAILWAYS.

The following summary, gleaned from the Report submitted to the Legislature of Nova Scotia in 1858, by James Laurie, Esq., Civil Engineer, may not be uninteresting to our readers, inasmuch as this subject, as far as relates to the lower provinces, is pregnant with facts worthy of general attention.

The lines in course of construction are, the main line from Halifax to Truro, at the head of the basin of Minas, 61 2-10 miles, and the Windsor branch, which leaves the main line at 13 1-10 miles from Halifax, thence to Windsor 31 6-10 miles.

Of the Halifax and Truro line, 31 1-2 miles are in operation; and the line to Windsor will be opened, probably in a month, for traffic.

The cost of the main line, of 61 2-10 miles, is set down at	£644,864
Cost per mile,	10,537
Cost of the Windsor branch,	388,002
Cost per mile,	12 025

The average cost of the main line and Windsor branch, taken together, is £11.044 per mile.

In 1855, there were eight miles open for part of the year; in 1856, eight miles; and in 1857, there were 32 1-2 miles in operation for nine months.

The following are the total receipts expences and profits for the three years:

Years.	Receipts.	Expenses	Net Profits.
1855	£1,929	£1,053	£ 876
1856	4,107	3,054	1,053
1857	6,279	4,140	2,139

The total expenditure in completing these 93 miles of railway is, £1,032,866; the annual interest of which, at six per cent., the lowest figure, is £62,000.—while the net proceeds per mile, £130, taking the distance open for traffic, would be about £12 000, which will leave a balance against the province of £49,900.

This calculation will not hold good when the lines are completed to their termini: for the profits will no doubt increase very much: but suppose the receipts to be doubled—which will, we think, be all that can be reasonably expected at the beginning, the province will be liable for £37,800, for which no income will be received.

When we consider that the distance from Truro to Pictou, and from Truro to New Brunswick, an important part of the railway scheme, will embrace as great a distance, and cost as much, as the lines above named, involving the province in an annual burthen of £75,000; the idea of building extensive lines of railways, in thinly populated countries like Nova Scotia and New Brunswick, presents an important financial question.

If the main line through Nova Scotia and New Brunswick, whose respective revenues amount on an average to £150,000, and £180,000 per annum, had been completed before building branch lines, one complete thoroughfare would have been established, bringing the provinces together by a firm commercial band, the expediency of building other lines would have been fully tested.

We fear that these heavy railway expenditures, both in this province and in New Brunswick, will be a great drawback to the opening of roads, building of bridges, the advancement of education, agriculture, and the general developement of the resources of the coun ry.

SCIENCE IN CANADA.

A circular has been sent to all the Mechanics' Institutes in Upper Canada, dy the Board of Arts and Manufacterers, informing them of its objects, and asking their co-operation. This Board has especially for its aim the increase of the knowledge of the mechanic arts, and it now proposes to form a library and museum of inventions, models and patents, which will no doubt form the nucleus of a valuable educational system. Exhibitions are to be held and prizes distributed for inventions of practical utility for the purpose of stimulating the inventive genius of the country.—We wish them a hearty success; and hope that an honest rivalry may spring up in this branch of industry between them and our northern states, so that both may thereby be benefitted, and liberality and good feeling increased.

Scientific American.

When will the lower provinces concentrate their energies in the establishment of a Board for the Encouragement of Arts and Manufactures, and invite the several Mechanics' Institutes to a co-operation? Other surrounding coun-