Nova Scotia has built and owns all the railways constructed in that province. They consist of a trunk line from Halifax on the Atlantic, by way of Truro, to Pictou, on the Gulf of the St. Lawrence, with a branch line to Windsor, on the Bay of Fundy. The distance from Halifax to Truro is 60 miles, and from the main line to Windsor 33 miles. From Truro to Pictou the distance is also about 60 miles. The railways to both these points were completed in 1858; the total cost of construction, including the extension to Pictou, being a little over 8,000,000*l*. The line from Halifax to Pictou was originally intended to form part of the European and British North American Railway, running from Halifax to the Great Lakes through British territory, and this has now all been accomplished with the exception of the intermediate link through New Brunswick, from the St. Lawrence River to the Bay of Fundy. This incompleted section, the projected Intercolonial Railway will now fill in, so that with three years from the present time the Dominion of Canada will have direct railway communication between its extreme limits—that is to say, the iron road will be laid between the ocean and the Great Lakes.

New Brunswick, like her sister Maritime Province also, owns a railway, being the line from St. John to Shediac—a distance of 108 miles. It is called the European and North American, and it is intended to extend the line westwards from St. John to the boundary line of the State of Maine, the present railway system of that State being in like manner extended until a junction is effected between the two systems. With the completion of these extensions, and the construction of the Intercolonial Railway, a passenger landing at Halifax will be able to take his train to any City in the States or in the Dominion. In addition to the European and North American Railway, New Brunswick boasts of two other lines—the New Brunswick and Canada, 88 miles long, running from St. Andrew's to Woodstock; and the St. Stephen's branch railway, a short line of 18 miles in length. It is not unlikely that some portion of the Woodstock line may be utilized as part of the Intercolonial Railway, but until the route of the latter is finally settled, it is impossible to say whether this will be so or not.

From the foregoing figures it will be seen that whilst in 1852 Canada could only boast of 30 miles of railway, she has now, including the railways of New Brunswick and Nova Scotia, 2,495 miles. The population of the Dominion is estimated at 4,000,000, so that with the exception of the United States, which possesses a mile of railway for about every thousand inhabitants, the rate of Canada, which is nearly five-eighths of a mile for the same proportion of population, shows a greater mileage system per head of population than any other country.

The following is the length and cost of the several railways in the Dominion :—

Grand Trunk	1377	£16,583,033
Great Western	345	4,901,892
Northern	97	1,121,462
Brockville and Ottawa	86½	534,657
Prescott and Ottawa	54	412,808
Port Hope, Lindsay and Beaverton	43	327,437
Port Hope and Peterboro'	13	82,191
Cobourg and Peterboro'	14	184,931
London and Port Stanley	24½	212,229
Welland	25½	333,460
Carillon and Grenville	13	19,536
St. Lawrence and Industrie	12	11,116
Stanstead, Shefford, and Chambly	44	249,862
Nova Scotia	133	1,300,000
New Brunswick	214	1,700,000
	2,495½	£27,974,614

The magnificent harbour of Halifax—the first harbour in the world—will, on the completion of the Intercolonial Railway, be the Atlantic terminus of the Canadian system of railways—a system that will yet extend across the Rocky Mountains to British Columbia,—and there, ere long, will be seen the lumber from New Brunswick, Maine and Canada, the beef, pork, wheat, flour and corn of Western Canada, and the Western States with other products—

From the forests and the prairies,
From the great lakes of the northland,
From the land of the Ojibways,
From the land of the Dacotahs,
From the mountains, moors and fenlands.

all bring transhipped for consumption in our Cis-Atlantic markets.

3. RAILROADS OF THE WORLD.

The following statement, which we have compiled from the most authentic sources accessible, shews the lenth of railroad constructed and in operation at the end of 1866 in each country into which they have been introduced, and their relation to the extent and population of the countries respectively. We believe it to be as nearly accurate as it is possible to make such a summary :—

Countries.	Miles of railroad.	Area, sq. m. Absol'te.	Area, sq. m. To mile of R. R.	Population. Absol'te.	Population. To mile of R. R.
NORTH AMERICA:					
Canada	2,148.5	357,822	166	3,091,440	1,439
New Brunswick	198.2	27.704	140	295,084	1,489
Nova Scotia	92 8	18,746	202	368,781	3,974
United States	36,896.3	3,001,002	81	38,896,300	1,000
Mexico	78.3	772,672	9,868	8,259,080	105.480
WEST INDIES:					
Cuba	396.5	47,278	119	1,449,264	3,659
Jamaica	13.8	6,250	453	441,264	198
SOUTH AMERICA:					
Venezuela	32.0	426.700	13,334	1,565,000	48.906
New Granada	47.5	521,900	10,987	2,797.473	58,894
British Guiana	59.9	96,300	1,608	155,026	2,583
Brazil	433.3	2,973,400	68,599	10 045,000	23,198
Paraguay	46.2	86,200	1.866	1,337.481	28,895
Peru	55.3	498,700	9,018	2,500,000	45,200
Chili	336.7	249.900	742	1,714,319	5.091
Argentine Republic	231.0	1,126,300	4.876	1,459 355	6,319
EUROPE:					
Gt. Britain and Ireland	13,286.0	122,550	9	29,070,936	2,189
France	8,982.5	213.200	24	37,472,732	4,172
Spain	3,116.4	189,550	60	16,031,267	5,144
Portugal	433.3	35,250	81	3,987,861	9,296
Switzerland	824.2	15,270	18	2,510,494	3,167
Italy	3,213.2	109,780	34	24,269,628	7.553
Austria	3,830 9	240,250	62	32.573.002	8,502
S. Germany (elsew'e)	2,540.1	44,520	17	8,523.460	3,355
Prussia	5,794 8	135,840	23	24,577,0 9	4,038
N. Germany (elsew'e)	1,092 5	24,677	23	5.670,894	5,198
Belgium	1,595.1	11,400	7	4,940,570	3,099
Holland	700.7	13,600	19	3,735,682	5,336
Denmark	295 1	14,720	50	1,608,095	5 451
Sweden	1,023.4	170,099	166	4,114,141	4,021
Norway	43.5	123,228	2,833	1,701,478	3,911
Russia	2 775.2	1,565.200	564	65,863,181	23,734
Turkey in Europe	170.6	203,580	1.189	15,700,000	91,713
ASIA:					
Turkey in Asia	142.9	668,000	4,608	16,000,000	111,966
British India	3,379.1	1,165,300	43	180,500,000	53,418
Java	101.4	51,300	508	13.917,000	13,724
Ceylon	36.9	24,660	616	2,342,098	63,470
AFRICA:					
Egypt	281.2	659,000	2,345	7,465.000	26,650
Algeria	27.7	85,500	303	3,000,000	108,300
Cape Colony	84.5	104,930	159	267,100	4,140
Natal	2.0	14,400	7,200	156,200	78,100
AUSTRALASIA:					
Victoria	331.5	86,940	262	574,331	1,732
New South Wales	145.5	323,437	2,230	378,935	2,613
South Australia	75.5	383,328	5,215	140,416	1,900
Queensland	41.2	678,000	15,998	59.712	1.449
New Zealand (Canterbury)	16.5	106,259	6,440	175,357	10,627

The following is a recapitulation of the above table, so far as length of railroad is concerned; but as relates to area and population, substituting the total of each grand division for those of the countries named above :—

Divisions.	Miles of railroad.	Area sq. mile To mile of R.R.	Population	Population To mile of R.R.
North America	39,414 1	7,600,000	192.8	52,000,000	1,309.8
West Indies	410 3	106,000	243.7	3,500,000	8,529.8
South America	3,041.9	7,100,000	6,814.4	22,500,000	21,595.1
Total America	40,866.3	14,800,000	362.1	78,000,000	1,908.6
Europe	50,117.5	3,600,000	71 8	265,000,000	5 686.6
Asia	3,660.3	17,400.000	4,753.7	780,000,000	213.097.3
Africa	376.4	11,706,000	31,166.7	200,000,000	532.765.1
Australasia	607.7	3,200,000	5,265.7	1,600,000	2,632.8
Total of world	95,727.2	50,700,000	530 2	1,344,600.000	13,903.8

—*Hunt's Merchant's Magazine.*

II. Biographical Sketches.

No. 30.—LORD ROSSE.

The death of Lord Rosse, the celebrated astronomer, has been announced. William Parsons, Earl of Rosse, was born at the city of York in the year 1800. He was educated at the University of Oxford, where he distinguished himself as a mathematician. When quite young he was returned to Parliament as member for King's County, Ireland, his title then being Lord Oxmantown. In 1845 he came to the peerage, and took his seat in the House of Lords as one of the Irish representative Peers. All his life Lord Rosse was devoted to the study of astronomy, and he acquired a world wide reputation for his practical skill and research. The gigantic telescope which he had erected at his residence at Parsonstown, in Ireland, is the largest ever constructed. The weight of this immense instrument is over three tons. The speculum is six feet in diameter, and the tube is fifty-six feet in length. With this telescope Lord Rosse was able to see into the recesses of distant nebulæ which telescopes of inferior power had failed to divide. Lord Rosse was for many years President for the Royal Society, and his loss will be severely felt by scientific men.—*Hamilton Spectator.*