

of Quebec were \$18,319, and the expenditures were \$47,574. In New Brunswick and Nova Scotia, the gross earnings, \$861,508, and the expenditure for renewals and working expenses, \$850,775. The expenditure on Construction Account up to November 30th, 1875, was nearly twenty-two millions of dollars, classified as follows:

Buildings.....	\$ 629,612
Engineering and Survey.....	1,261,970
Legal Expenses, Land Survey, &c.....	68,617
Management.....	139,065
Printing, &c.....	26,820
Right of Way.....	251,400
Rolling Stock.....	1,482,021
Works and Permanent Way.....	10,295,808
Contracts completed by Government.....	887,985
Iron Bridging.....	770,040
Rails and Fastenings.....	2,963,975
Cross Ties.....	365,988
Track Laying, &c.....	1,089,872
Eastern Extension.....	944,621
Telegraph Line.....	16,830
Small Items.....	16,306
	\$21,214,145
Less at Credit of Contractors.....	27, 84
	\$21,187,111

THE PRINCE EDWARD ISLAND RAILWAY was opened in April, 1875. It is on the 3 feet 6-inch gauge, constructed as a cheap railway. Its total length is 108 miles. The total cost was \$2,862,766, exclusive of right of way, damages and general expenses. The total cost per mile, with these added, is estimated at \$16,300. Trains were running regularly during the greater part of the year 1875. The working expenses up to 30th June were \$47,671, and the receipts \$24,404.

PACIFIC RAILWAY.—In the Eastern or Woodland region from Ottawa to Manitoba, the line from Fort William to Shebandowan—45 miles—was contracted for, and also from Red River to cross Lake, 77 miles. Further surveys were made between Lake of the Woods and Lake Superior, and from Neipigon easterly to Pic River, and thence towards the terminus. The Georgian Bay branch to the Eastern terminus—85 miles—was placed under contract, but the contract was subsequently relinquished. A subsidy was granted to the Canada Central Railway for a line to connect with the Georgian Bay branch. In the Central or Prairie region, the crossing of Red River was selected, and about 280 miles, from Red River to Fort Pelly, was located. The grading of the Pembina branch was given out, and half its length located. In the Western or Mountain region, an exploration was made from Lac La Hache, via River Blue to the North Thompson;

another examination from Clear Water to River Fraser. Examinations were made in various other directions, but it has not yet been possible to locate the line finally, though it was believed that might be done by the close of the year 1875. Steel rails were purchased for 550 miles of the line.

NORTH-WEST COMMUNICATION.

The Dominion route to the North-west is:

By rail from Toronto to Collingwood.....	94 miles
By steamer from Collingwood to Prince Arthur's Landing.....	602 "
From Prince Arthur's Landing to Lake Shebandowan.....	45 "
From the Lake to N. W. Angle by boats and portages.....	12 "
Fort Garry road to the Port.....	95 "
	1,078 "

The route between Prince Arthur and Fort Garry is:

By terminal roads.....	140 miles
By navigable water.....	303 "
11 portages.....	8 "
	452 "

The routes by the United States are:

By rail to Moorehead.....	1,310 miles
And thence by stage to Fort Garry.....	250 "
	1,560 miles
By rail to Detroit.....	223 miles
Steamer to Duluth.....	773 "
Rail to Moorehead.....	252 "
Stage to Fort Garry.....	250 "
	1,500 miles

The number of passengers by the Dominion route in the summer of 1875 was 1,500.

A wharf was constructed at Thunder Bay; the roads injured by the rains put in good order; an emigrant house constructed at the Height of Land, and another at Fort Frances, and additions made to the shelter at N. W. Angle; a dam constructed at Island Portage, and several other improvements commenced.

BRITISH COLUMBIA TELEGRAPH.

There are now in operation in this Province 642 miles of telegraph, including 163 miles of submerged cable. The revenue during the year was \$8,245, and the expenditure, \$42,430.