

being through rock, and attaining a maximum depth of 74 feet.

The construction of this work was begun by the Nova Scotia Government in the year 1854, and was completed by the Dominion, so that water could be let into it, on the 12th June, 1869.

HARBOURS OF REFUGE ON LAKES HURON AND ERIE.

The question of providing Harbours of Refuge on the Canadian coasts of these Lakes has attracted the attention of Government. The Chief Engineer of the Board of Works Department has ascertained that there are no harbours presenting natural advantages on either of the coasts named, but there are localities which might be adapted for the purposes required, namely:—

Chantry Island—where, by the construction of breakwaters, and by providing beacons, moorings, &c., at a total estimated cost of \$230,000, moderate shelter could be obtained, covering an area of 178 acres, and having a depth of water of 15 feet and upwards.

Goderich—where, by the formation of a new entrance channel, and the construction of a fresh line of piers, &c., at an expenditure of say \$300,000, a harbour, enclosing an area of 20 acres, with a depth of 15 feet, could be secured.

The Chief Engineer states, with reference to these places, that they could be rendered available to a considerable extent as harbours of refuge, by the expenditure of \$75,000 at Chantry Island, and \$120,000 at Goderich.

On Lake Erie, at **Rondeau**, ample accommodation would be afforded by the expenditure of say \$185,000, on the construction of breakwaters and piers, dredging operations, &c.

The expenditure of \$100,000 on the commencement of harbour improvements on Lakes Huron and Erie having been authorised by Parliament, the Engineers of the Department have been instructed to prepare plans and specifications of the works proposed at the points indicated above.

SLIDES AND BOOMS.

The Government Slides and Booms are works designed for the passage of timber to the sea-ports, and have been divided into four districts, as follows:—

- 1.—The Saguenay District.
- 2.—The St. Maurice District.
- 3.—The Ottawa District.
- 4.—The River Trent District.

For particulars of these important works in the lumber interest, we refer to the Report of the Minister of Public Works for 1870.

LAKE SUPERIOR AND RED RIVER ROAD.

A road has been opened by the Government from Thunder Bay, Lake Superior, to Fort Garry, Manitoba, this is now a permanent work and regularly used for traffic. A wharf at Thunder Bay, and bridges of some magnitude are constructed over the Kaministiquia, the Matawin, Sunshine and Oskeondage rivers.

The following table gives the distances between Thunder Bay and Fort Garry:—

	Land Carriage.		Navigable water.
	Miles.	Chains.	Miles.
From the Depot at Thunder Bay to Shebandowan Lake	40	00	
Shebandowan and Kasha-boiwekamak Lakes.....			25
Height of Land portage.....	00	50	
Lac des Mille Lacs			25
Baril Portage.....	00	16	
Baril Lake			8½
Brulé Portage	00	21	
Windegoostegon Lakelets ..			12
French Portage	2	00	
Kaogassikok Lake			15
Deux Rivières Portage.....	2	00	
Sturgeon Lake and River...			27
Island Portage	00	13	
Nequaquon Lake			17
Nequaquon Portage.....	2	00	
Namenkan Lake			10
Bare Portage	00	11	
Rainy Lake			43
Fort Francis Portage	00	10	
Rainy River and Lake of Woods			120
North-West angle of Lake of Woods to Fort Garry...	99	00	
	137	41	305½ 137½
			433mils

RAILWAYS WORKED BY GOVERNMENT.

In Nova Scotia the Dominion Government works a line of railway from Halifax to Pictou, 113 miles, and from Windsor Junction to Windsor, 32 miles, total length 145 miles. The total cost of this road, in Canada currency, up to the end of the last fiscal year was \$6,709,984.

Traffic receipts for the fiscal year \$275,687 73
Ordinary working expenses..... 261,038 80

Difference \$14,648 93

In New Brunswick the Government owns and works the following lines:—

The "European and North American," extending from St. John to Shediac..... 108 miles
The "Eastern Extension," from Painsec Junction to Sackville... 32 "

Total length of Government lines. 140 "

The "Eastern Extension" is to be incorporated as a part of the Intercolonial railway.

Total cost of the "European and North American," up to the end of the last fiscal year, was \$4,703,385.16.

Traffic receipts of both railways during the past fiscal year were \$195,557 36
Ordinary working expenses..... 139,683 37

Difference..... \$55,873 37