

Madawaska to Lake Temiscouata, a distance of 180 miles. Lake Temiscouata is about 30 miles long, only 30 miles from the St. Lawrence and 21 from Trois Pistoles, on the Intercolonial Railway. Its south eastern end from which the Madawaska flows is about 280 miles from the city of St. John, N. B. The whole country around the lake and along the Madawaska is excellent. It is thought that for a comparatively trifling sum, the water in lake Temiscouata and the other adjacent lakes, may be dammed so as to secure sufficient depth of water for navigation of the St. John during the whole summer.

Surveys have also been authorised of the Petite Nation and l'Assomption Rivers, Quebec. Dredging was done in the harbor of St. John; in the Salmon river, Quebec, in the Thames, Ontario; and boulders removed from the St. Lawrence and Ottawa.

#### HARBORS, PIERS, AND LIGHT HOUSES.

Some progress was made with the works on the harbour, Chantry Island, Lake Huron, and a contract was signed for the construction of one at Goderich. The works required for the harbour at Rondeau, on Lake Erie, are also in progress. Some work was done in Port Dover Harbour, on the north shore of Lake Erie.

The Peninsula of Presqu'isle, on Lake Ontario, was transferred to the Dominion Government, and arrangements made to improve the harbor.

The survey and sounding of Father Point Harbor, Q., was continued. Satisfactory progress was made in the improvement of Cap de Chatte Harbour, Q. The works at Amherst Harbor, Magdalen Islands, are being continued without intermission, in order to give a new straight channel to this harbor. Works were continued in Richibucto and Bathurst Harbors, N. B., and surveys made of a number of Harbors in New Brunswick, Nova Scotia and Cape Breton.

It is proposed to build a break water at Lishtown, N. B., 12 miles west of St. John, to protect fishing vessels from the heavy seas in stormy weather. A breakwater at Quaco, N. B., sufficient to admit vessels at high water and a Harbor of Refuge to be constructed either at Quaco or Macomber's Point, 3 mile east. A new and substantial breakwater has been built in Victoria Harbor, N. S., on the Bay of Fundy. Margareville, N. S., on the south side of the Bay of Fundy, is to be made a Harbor of Refuge. In Brooklyn Harbor, Liverpool Bay, N. S., about half way between Halifax and Cape Sable, a new breakwater is to be built. This harbor is perfectly sheltered from all winds by surrounding highlands. There is no other safe harbor in the bay. Mira Bay, on the eastern coast of Cape Breton, half way between Louisbourg and Cow Bay may be made a Harbor of Refuge by cutting an entrance through the beach which separates it from False Bay. A breakwater is being constructed at McNair's Cove, N. S., near Cape St. George, a place in the direct route of all vessels passing the Gut of Canso, and offering excellent convenience for a Harbor of Refuge. A breakwater is also planned for McDonald's Cove, N. S., at the eastern entrance of Northumberland S., a place much resorted to by fishermen.

Progress has been made on the piers at Kincardine, Lake Huron. Those at Southampton have been repaired. A 4th moving

pier has been added to Coteau Landing, and repairs made on the piers at the head of Lachine and of Cascades rapids. Works and repairs were made on the piers at Berthier, Eboulements, Murray Bay and l'Islet, Lower St. Lawrence. A pier is being constructed at Maitland, N. S., on the Basin of Minas.

The Light-House at Cape Jourimain, N. B., has been finished and put into working order.

#### SLIDES AND BOOMS.

During the spring of 1871, the water in Lake St. John and the Saguenay rose 6 feet higher than usual and some damage was done to the works on that river. No new works were built in the St. Maurice District. Repairs were made to the works at Iroquois, La Tuque, Grand'Mere and Shawenigan, and to the piers and booms at Three Rivers. Owing to the floods, it was not found practicable to proceed with the measurements and soundings for the new dam at the Piles. New works are to be built at the mouth of the St. Maurice to accommodate the constantly increasing lumber trade.

In the Ottawa district, the channel at Carillon was improved, piers repaired and strengthened at the Gatineau, repairs made at the north and south Chaudiere and at the Chats, the dam at High Falls, on the Madawaska, rebuilt and various other works repaired, the slides at Portage du Fort repaired and a road opened, repairs made at Calumet, and at the Coulonge, the slide on the Black river rebuilt, repairs to dam, pier and boom made at Crooked Chute, on the Petewawa. A new slide 3,384 feet long is under contract for the Riviere du Moine, on the north shore of the Ottawa, and support piers and guide booms at Sault au Re-collet, behind the Island of Montreal are also being built. In the Trent and Newcastle Districts, Ont., frequent and extensive repairs were necessary but no new works were undertaken.

#### RAILWAYS.

One hundred and forty four miles of railway in Nova Scotia are worked by Government. The cost of these with their equipment up to the end of June 1871, was \$6,942,765.38 N. S. currency. The expenditure for repairs during the fiscal year, was \$31,176.89 and for working expenses, \$248,696.03. Total expenditure, \$279,872.92. The receipts for the year were \$314,257.15 N. S. Cy., leaving a revenue balance of \$34,384.23.

There was an increase of passenger traffic of 1.68 per cent, and of freight of 27.44 per cent, more than half being coal from the mines. 39 cars were added to rolling stock, 3 miles of new rails laid, and 24 miles of new sleepers. The wharf at Pictou Landing was extended, stone piers placed under Nine Mile River Bridge, and the Blackburn Bridge repaired.

In New Brunswick there are 149 miles of Government railway. The receipts of these lines for the fiscal year amounted to \$251,456.37, their expenditure to \$170,583.71, leaving a revenue balance of \$80,872.66.

The passenger traffic increased 23.90 per cent. Freight 34.44, and Mail 7.36. The St. John Railway Wharf was repaired, and also that at Point du Chene, a new siding made at Peticodiac, and some general repairs to station houses and bridges. The general condition of the road is reported as very good.