

Some repairs and alterations have been made at *Rideau Hall*.

The *Custom House, London*, has been completed and a new *Immigrant Depot*.

At the *Post Office, Hamilton*, additional accommodation is being prepared, and some repairs have been made in the *Custom House*.

The *Toronto Post Office* is completed, and the new *Custom House* under construction. Some repairs have been made in the *Immigrant Depot*, and the *Old Post Office* is being converted into offices for the Ass't. Rec. Genl. Branch. Inland Revenue and Branch Marine & Fisheries.

Necessary repairs are being made in the *Custom House, Kingston*.

#### QUEBEC.

The work on the *New Post Office, Montreal*, is actively carried on. A steam heating apparatus has been placed in the *Custom House* and an *Immigrant Station* built at the Tanneries.

The *New Post Office, Quebec*, is occupied. Some repairs have been made to the *Custom House* building constructed for the *Director of the Observatory*, the *Cullers' Office* thoroughly repaired, additional *Immigrant accommodation* constructed at Point Levis, and several buildings and a new chapel are being constructed at *Grosse Isle*. The *Marine Hospital* and *Citadel* require extensive repairs.

A new *Custom House* at *Three Rivers*, including also an *Inland Revenue Office* is to be built. Some necessary work has been done at the *Immigrant Station, Sherbrooke*.

#### NEW BRUNSWICK.

The *Post Office, St. John*, is being built. The *Custom House* has been repaired, and the new signal station placed on its roof. The alterations in the *Savings Bank* have been completed. A wharf and new signal station have been made at *Partridge Island*.

A building for a *Custom House*, including also *Inland Revenue* and *Post Office*, has been purchased at *Chatham*, and the necessary arrangements made. A building has been purchased for a *Custom House* at *New Castle*. *Quarantine Buildings* have been constructed at *Miramichi*. A new structure to replace that destroyed by fire is being built for a *Marine Hospital* at *St. Andrews*.

#### NOVA SCOTIA.

In the *Dominion Building Halifax*, the warming apparatus has been arranged. The *Quarantine Buildings, Lawlor's Island* have been finished. The *Custom House* building at *Pictou* is still under consideration.

#### MANITOBA.

Designs have been prepared and approved for the *Post Office, Custom House, Inland Revenue* and other offices, and for the *Penitentiary*, at *Fort Garry*. A design has also been approved for a *New Custom House* at *Pembina*, within the *Province Line*.

#### BRITISH COLUMBIA.

At *Victoria* a building is being constructed for a *Post Office, Savings Bank, Public and Indian Departments*. Plans have been made for a *Custom House*, including *Inland*

*Revenue Office*, and *Marine & Fisheries Office*, and also for a *Penitentiary*.

(The *Intercolonial Railway*, which forms a part of the *Public Works of the Dominion*, is referred to under the heading *Railways of the Dominion*.)

#### NORTH-WEST COMMUNICATION.

Work was continued on this route during the season of 1872-73. Dams were constructed to raise the shallow water, and excavations made, so as to give a continuous navigation of 5 feet between the portages, except the 10 miles of the *River Maligne* which is also in course of improvement. Stopping places for emigrants have been constructed along the line. The cost of maintaining the road has been great, but composed of two terminal roads of twelve portages, and disconnected reaches of water, it requires an amount of plant and a staff only to be kept efficient at great expense. The total outlay for the fiscal year for construction, maintenance, &c., was \$259,803.

A supplementary report by Mr. Dawson the Superintendent of the route at the close of navigation 1873, gives some further information. Steamers were finished and commenced running, one on *Rainy Lake* on the 4th July, one on *Rainy River* and *Lake of the Woods* on 14th August. Decked barges, fitted with cabins, were also placed on *Shebandowan Lake, Kashabowie Lake, Lac des Milles Lacs* and *Baril Lake*, and open boats large enough to carry cattle, horses, &c., on several other lakes in such a manner that, with the exception of the ten miles on the river *Maligne* already mentioned, there was a boat of some kind propelled by steam power for the whole navigable distance between *Shebandowan* and the *N. W. Angle*. With the improvements in progress and some additional plant, passengers can be sent in 5 days or even less from *Thunder Bay* to the *N. W. Angle*. A line of stages and covered wagons for freight is required from the *N. W. Angle* to *Fort Garry*, 95 miles. Tramways are recommended on the portages between the navigable reaches. There are 12 portages, having an aggregate length of 82 miles, 10 being under and 2 over a mile in length. The experiment of steam launches and barges has been so successful that they are recommended for other unsettled parts of the Dominion, as answering every practical purpose of a steamboat at one-tenth of the expense.

The lands on *Rainy River* and the *S. E. coast of Lake of the Woods* are equal to any in the Dominion as a field for settlement. They are unsurpassed in soil and climate, situated on navigable waters, immediately on the line of route, midway between *Lake Superior* and *Red River*. A settlement would be invaluable to the line of transportation, to the lumber trade that would arise, and to the general development of the district. If the free grant system to actual settlers was extended to these lands, in a few years there would be an unbroken settlement from *Rainy Lake* to the *Lake of the Woods*. Some greater stringency regarding the sale of liquor to the Indians along the route is necessary as a mere fine will not prevent traders from selling or giving it. The *N. W. line* has been leased by the Government to contractors for the season of 1874.