

Oak Point and Cow Bay, were partially constructed. Dredging was done at Pictou, Herring Cove, and Chetzetcook. The expenditure for Nova Scotia for improvement of harbours was \$123,631.

Work to the extent of \$3,746 was done in the harbours of P. E. Island, making the total expenditure

For Harbours, Piers &c., in 1875.	\$382,045
For Dredge Vessels	75,861
Dredging Maritime Provinces	\$3,010
Do. Ontario and Quebec	41,914

Total ..... \$590,770

### SLIDES AND BOOMS.

In the lumbering districts of Ontario and Quebec, on the Saguenay, St. Maurice, Ottawa, Trent, Georgian Bay, and their tributaries, the Government have constructed slides to effect the passage of lumber, and booms at the entrance and discharge to retain the timber. On the Saguenay the works cover a distance of about six miles, avoiding the rapids where Lake St. John passes into the Saguenay. On the St. Maurice and its tributary the Vermillion there are nine booms. On the Ottawa and its tributaries there are seventy-three stations, of which twelve are on the main river. The farthest station is three hundred and eighty-nine miles from the mouth of the Ottawa. In the River Trent and Newcastle District there are fourteen stations, the farthest one hundred and sixty-one miles from the mouth of the Trent. It is proposed to transfer these works, with the exception of the Ottawa, which is the boundary between the two Provinces, to the Provincial Governments. The expenditure on these works during 1875 was:

Construction.	Repairs.	Maintenance.	
Saguenay	\$1,378 00	\$905 00	\$2,283 00
St. Maurice	9,496 00	17,853 00	27,349 00
Ottawa	49,311 00	21,826 00	71,137 00
Newcastle	572 00	2,270 00	2,842 00
Total	\$518,663 00	\$473,456 00	\$992,119 00

The revenue from these was:

Saguenay	\$ 2,034 00
St. Maurice	15,364 00
Newcastle	None
Ottawa	104,525 00
Total	\$121,923 00

### ROADS AND BRIDGES.

Under the control of the Dominion Government are the Metapediae and Temiscouata roads and the Suspension Bridge

at Ottawa. After the close of the year 1875 these roads were left to the charge of the local authorities. The expenditure on these roads in 1875 was \$4,000.

### PUBLIC BUILDINGS.

Repairs and alterations were made in the Houses of Parliament, Ottawa, the work on the Library proceeded with, a new iron stair case constructed in the Eastern Block, and several improvements made in the Western, besides the work on the new wing, the wall and grounds nearly finished, and the Post Office, Custom House and Inland Revenue Office made ready for occupation. At London, Ont., the additions to the Post Office were completed. At Toronto, Ont., Post Office, Examining Warehouse and Revenue Offices were finished, and the work on Custom House was proceeded with. At Kingston, Ont., a large amount of work was done to various forts, barracks, &c. At Montreal, Q., the Post Office completed and Examining Warehouse commenced. At Quebec, Marine Hospital repaired, repairs made in the Citadel and the Lewis forts, works constructed at the Quarantine Station, Grosse Isle, and at Three Rivers, the Custom House finished, ready for occupation. At St. John, N.B., the Post Office was finished and alterations made in the Custom House. At Halifax, N.S., extensive repairs were made to the Dominion Building and the Custom House at Pictou, N.S., proceeded with. At Winnipeg, Manitoba, the Custom House, Post Office and Lands and Revenue Office were finished, and satisfactory progress made on the Penitentiary. At Victoria, B.C., the work on the Custom House and Inland Revenue Office and Penitentiary was proceeded with. The expenditure for public buildings for the fiscal year was:—

Construction	\$737,955
Repairs	272,166
Maintenance	54,894
Total	\$1,064,995

Of which \$465,506 was at Ottawa, \$71,067 in Manitoba, \$29,321 at Fort Pelly and \$28,508 British Columbia.

### RAILWAYS.

The Dominion Railways are the INTER-COLONIAL and P. E. ISLAND. The inter-colonial is 745 miles in length, divided as follows:

Province of Quebec	475
Do. New Brunswick	848
Do. Nova Scotia	222
Total	745

Of this distance 637 miles was in operation for traffic during the year—83 miles in Quebec and 464 in New Brunswick and Nova Scotia. The road was well supplied with rolling stock. The gauge between Halifax and St. John and between Windsor and Annapolis was changed on the 8th of May, 1876. Arrangements were made to have the whole road put in working order during the summer of 1876. The road was reported to be in efficient condition. The gross earnings in the Province