

richer land in the whole North West. This fine tract of land continues 80 miles farther E. along the S. coast of the Lake of the Woods to the Sabaskin district, making over 100 miles of a country susceptible of the highest degree of cultivation, and in the heart of a region which, from its forests of timber and minerals is sure to afford a ready market to the agriculturist.

From the N. W. angle of the Lake to Oak Point, 60 miles, the land is low and generally swampy prairie. The opening of this road has already had an influence on the development of the country, a vast extent of mineral land and timber berths having been sold by the Government of Ontario. Mines are being opened, saw mills put in operation, and a thriving village has sprung up at Thunder Bay. Numerous silver mines have been opened, gold, iron and copper have been found near Shebandowan, bismuth on the Seine, and the rocks in the lower reaches of Rainy Lake, promise to be rich in precious metals. These discoveries, on the most barren sections of the route, cannot be overrated in importance, and yet they are scarcely equal in value, to the immense pine forests of this region. This very extensive region which drains into Rainy Lake, would not compare unfavorably as a timber country, with the districts of the Upper Ottawa, and in the prairies of the West, there must soon arise a market which cannot be overstocked with lumber.

By building locks at Fort Francis and Kettle Falls, vessels might pass from the N. W. angle to Nequaquan Portage, a distance of 180 miles and only 37 feet of lockage would be required.

Lines of Telegraph on the Thunder Bay road and from Fort Garry to Lake of the Woods are much to be desired improvements in connection with this road.

PUBLIC BUILDINGS.

The completion of the main central tower to the Parliament Buildings has been proceeded with, and also the Library, and the wall in front of the buildings, on Wellington Street. Some improvements have been made in the roof of the Western Block. The heating apparatus was renewed at Rideau Hall. Repairs were made in the St.

John, Quebec and Montreal Custom Houses. A new building is being erected for a Custom House, Post Office, and Inland Revenue Office at the end of Wellington street Ottawa. A new and more extensive Custom House is being built at Toronto, and also at London, Ont. New Post Offices are being erected at St. John, N. B., and Montreal. Accommodations for Immigrants have been built and repaired at Quebec, Sherbrooke, Montreal, Kingston and Toronto. Increased Quarantine accommodation has been provided at Halifax, N. S., and St. John, N. B., and repairs made at Grosse Isle, Quebec. The Dominion Building at Halifax, N. S., has been extensively altered and repaired.

LANDS AND LEASES.

The tolls on Huntingdon and Lake St. Francois Road were leased for an annual rental of \$426. Other leases of lots, &c., have been granted during the year to the amount of over \$1,000 yearly. Lots of land were purchased for the St. John and Montreal Post Offices, and for a Lighthouse on Jourimani Island, N. B., for which were paid about \$170,000.

GOVERNMENT RAILWAYS.

The length of the Government Railways in Nova Scotia is 144 miles; \$33,502 were expended on this during the fiscal year. The traffic receipts on the road were \$354,357.34, an increase of \$40,080.59 over the preceding year; and the aggregate expenditure, \$339,324.18. The passenger traffic decreased 8.36 per cent. The freight traffic increased 13.17 per cent.; 28 new cars were added to the rolling stock, 60,188 new sleepers put down, 5 miles of new rails, with improved joints, and two new sidings. The Windsor Branch, 82 miles long, has been leased to the Windsor and Annapolis Railway, the Company paying the Government one third of the gross earnings of the road.

The Government Railways in New Brunswick are 149 miles in length. The gross revenue, \$294,059.16; Expenditure, \$225,816.68. The working expenses increased 32.37 per cent., and the revenue 16.94 per cent.

Intercolonial Railway.

The total expenditure on this railway up to 28th February, 1873 was \$13,245,022. The expenditure during 11 months ending 28th February was \$4,603,918. Of this \$2,624,102 was for works and permanent way; \$1,319,878 for rails, bridging, track-laying, &c., \$205,419 for buildings, and \$164,354 for engineering and survey. Sections 1 and 2 were completed and track laid upon them. Section 3, masonry completed and the work in a forward state. Section 4 completed and track laid. Section 5, complete, ready for track laying on opening of spring. Section 6 in a very forward state. Section 7 completed and track laid. Section 8, long since completed. Section 9, nearly finished. Section 10, well advanced. Section 11, completed and track laid. Section 12, completed and track laid. Section 13, very heavy section, greater part rock excava-

tion. It is expected to be ready for track laying by close of season of 1873. Section 14, very nearly completed. Section 15, the masonry completed except one abutment of a moderate size. Section 16, difficulties of construction very serious, and progress slow. Sections 17 and 18, work not progressing satisfactorily and the contractors have been warned more progress must be made for the future. Section 19, difficulties have occurred in the foundations for the bridge across the Restigouche, the rest of the work in a satisfactory state. Section 20, work not satisfactorily prosecuted, and notice given to the contractors. Sections 21, 22 and 23 greatly retarded by difficulty of access, but will be ready for track layers by close of season of 1873, 19,573 tons of steel rails have been delivered, and 1,140 tons of iron rails for sidings; all