

railroad right of way on the northern limits of this depot, alluded to in my previous report—still obtain; for it would obviously be imprudent to embark definitely in these works until those of other railways entering the city from the westward, and those connecting with the city esplanade, have finally been determined.

At Collingwood, a large Passenger Depot Building, with freight house and offices attached, together with an engine stable for seven engines, have been constructed.

The harbour works have advanced very satisfactorily, in point of character, during the past year. An ample freight wharf has been constructed into the deep water, and tracks laid thereon, with freight house at their limit. These provisions were completed ready for the opening of navigation, and the works of protection in pierage and break-water, then also in a forward state, have since been extended. These latter, which are of great importance, and were involved in the selection of the locality, will, I trust, be further extended to a full completion with as little delay as the means of the Company will allow. It is highly satisfactory, however, now that the Harbour has been practically tested, to be able to declare that it approves itself as a safe and commodious harbour, and justifies the favourable opinion which I at first expressed of its fitness for the purposes of the Company.

It will be seen from the foregoing, that all the works necessary to the operation of the through route has thus been brought to a condition of completeness; and I have the satisfaction to report that every contract (with the exception of that for Collingwood Harbour) made by the Company in connection with my department, has been finally closed; and that I am now enabled to submit a final abstract of the certificates issued by me, exhibiting the total expenditure of the Company by my department:—