

**PUBLIC WORKS OF THE DOMINION.**

**EXPENDITURES ON HARBOURS AND RIVERS.**

The maintenance and extension of the public works of the Dominion, apart from the canals and railways, involves an enormous annual expenditure. The details of these outlays and their location are set forth in the Report of the Department of Public Works. The one for last year, which is just to hand, furnishes the information utilized and condensed in the following article.

The expenditures upon Harbours and River Works give an impressive exhibit of the transportation facilities possessed by Canada owing to her geographical conditions causing so many ports to be open to shipping, respecting the number of which few have any conception. In the following statistics are given in a condensed form the expenditures for each Province, it being remarkable that outlays were made last year, as in previous ones, upon harbours or rivers in every Province.

**NOVA SCOTIA.**

Number of harbours, piers, wharves, breakwaters .....	133
Total cost of dredging, construction, repairs..	\$ 203,205
Total cost of staff and maintenance.....	13,480
<b>Total.....</b>	<b>\$ 216,685</b>

**PRINCE EDWARD ISLAND.**

Number of harbours, piers, breakwaters .....	36
Total cost of dredging, construction, repairs....	62,115
Total cost of staff and maintenance .....	1,075
<b>Total.....</b>	<b>\$63,190</b>

**NEW BRUNSWICK.**

Number of harbours, piers, wharves .....	45
Total cost of dredging, construction, repairs..	\$186,623
Total cost of staff and maintenance.....	3,480
<b>Total.....</b>	<b>\$190,103</b>

**QUEBEC.**

Number of harbours, docks, wharves, etc.....	140
Total cost of dredging, construction, repairs..	1,313,753
Total cost of staff and maintenance.....	15,391
<b>Total .....</b>	<b>\$1,329,144</b>

In this amount are included \$251,320 for Montreal Harbour, \$496,634 River St. Lawrence Ship Channel and \$13,062 for staff and maintenance, Levis graving dock.

**ONTARIO.**

Number of harbours, wharves, etc .....	74
Total cost of dredging, construction, repairs..	877,913
Total cost of staff and maintenance.....	17,894
<b>Total.....</b>	<b>£895,217</b>

The principal items for Ontario are \$262,666 for construction and improvements at Port Colborne and \$85,129 for dredging at Collingwood. At Toronto, the outlay was only \$9,139.

**BRITISH COLUMBIA AND YUKON.**

Total expenditure in dredging, maintenance, etc., B. C. ....	\$119,580
Do. do. do. Yukon .....	\$26,852

Besides these outlays, there were the following:—

Dredges and dredging plant.....	\$395,200
Slides and booms.....	135,624
Total outlay on harbours and rivers, 1903....	\$3,493,552
Total number of places where outlays were made.	455

The public buildings owned by the Dominion cost a heavy sum annually. Those at Montreal are reported to have cost \$329,934, at Quebec, \$49,512, a large portion of the Quebec outlays being for military buildings. For the several Provinces the public buildings cost as follows in 1903:

Maritime Provinces .....	\$197,007
Quebec Province .....	228,559
Ontario Province .....	809,251
Other Provinces and Territories.....	304,188

On roads and bridges the outlay was \$46,245, on telegraph lines, \$559,092, on unspecified works, \$192,622.

The total expenditure on public works in 1903 was \$5,830,518, exclusive of \$900,000 advanced to the Montreal Harbour Commission.

The policy of expending such large amounts annually in obscure places on the coast and on the sides of rivers, being often criticized and at times spoken of as a waste of public money a word of explanation will be useful in correcting this impression. Considerable amounts were expended to encourage and foster local trade at points where there is no railway communication or where new industries have developed which rely on the easier outlets provided by water transportation for the disposal of products of the country. In Nova Scotia and parts of the Province of Quebec a large portion of the expenditure is made for the purpose of helping fishermen to carry on their dangerous, but to the country, highly profitable trade. Small harbours are opened for them to enable fishing boats to be hauled out of the reach of storms and breakwaters built to protect the entrance of harbours. The trade at these places may not be very large, but the number of persons benefitted and the number of lives saved each year by these expenditures fully justify such outlays, while the dredging performed at the most important points in our water transport system helps to develop and enlarge our fast increasing trade. While then there may be objections raised to expenditures upon some particular local works connected with our harbours and rivers, there can be no doubt that the development and prosperity of Canada are effectively promoted by public works of this character, being established and maintained by the Dominion Government. How far this explanation applies to the erection of new post offices in small towns is a matter of controversy, but as a general principle, it is submitted that it adds to the dignity, the prestige, the authority of a nation's government for its officials to be located, and its business transacted in substantial permanent office buildings, where the letters and valuable documents of the public can be duly protected.

There is an interesting statement in the Report relative to the channel between this port and Quebec. The waterway extends 160 miles, of which 97 1-2 miles, it is said, "do not require improvement," and