

or repairing, 110 post-offices, a number of Custom-houses, excise offices, drill halls and other buildings in charge of the Government. The expenditures on the public buildings were as follows:—

Provinces.	Construction and alterations.	Repairs and Furniture.	Maintenance.	Total.
	\$	\$	\$	\$
Nova Scotia....	87,511	4,008	21,188	112,707
P. E. Island....	612	1,283	4,649	6,544
New Brunswick..	4,679	3,489	19,138	27,306
Quebec.....	43,120	31,116	46,373	120,609
Ontario.....	214,318	133,530	196,226	544,074
Manitoba.....	24,312	2,645	15,570	42,527
N. W. Terrs....	11,455	4,175	13,189	28,819
Brit. Columbia..	65,128	3,063	11,281	79,472
Sundries.....			7,116	7,116
Totals.....	\$451,135	\$183,309	\$334,730	\$969,174

In the large totals given above as having been expended in Ontario are included the outlays in the Parliamentary and Departmental buildings at Ottawa, on Rideau hall, on the experimental farm. The amount of these expenditures in 1898 was very largely increased by the costs of installing an electric light service and the re-construction of the western block after a fire. The expenditures at Ottawa were: electrical service, \$74,912; Western block rebuilt, \$90,139; general repairs and furniture, \$101,235; the grounds, \$27,936; Rideau hall, \$26,582. If these are deducted from the total outlays in Ontario, that Province will not appear to have been so lavishly favoured by Government outlays as appears at first sight. It so happens that the Parliament buildings are in Ontario, but they are in no sense provincial in character, they are maintained for the general service of the whole country. Putting then together the expenditures on public works as we have analysed them above, and including some others of too general character to be assigned to any of the Provinces, we get the following result:—

Total outlay on Harbours and Rivers...	\$950,628
" " Public Buildings at Ottawa	336,886
" " Public Buildings	632,288
" " Roads and Bridges	68,647
" " Telegraph lines	78,297
" " Temporary employees	80,730
" " Miscellaneous	96,340

Total Expenditure on Public Works, 1898, \$2,243,816

The departmental report gives very interesting details relating to the dredging work done in the different provinces in the last 26 years, for which we have only space for the totals. In the last 26 years the quantity of materials removed by Government dredges was 5,417,613 cubic yards at a cost of \$1,445,092, which averages over 26 1-2 cents per yard, a very expensive operation, but necessary to keep channels and harbours open for vessels. The cost of dredging in the harbour of this city is nearly double the average of the whole service. The total working expenses of the ordinary dredges used by the public works department run from \$3,100 to \$4,600 for one year, and the average outlay for repairs ranges from \$1,000 to \$2,600. The statistics relating to the dry docks

owned and operated by the Government are of much interest. The graving or dry dock at Levis completed in 1888 cost \$910,000; it is 445 ft. long, 100 ft. wide at coping level, and 73 ft. wide at the bottom. The entrance is 62 ft. wide. Since its completion there have been 66 vessels docked at Levis, the revenue from which was \$123,713, the maintenance cost \$75,401, and repairs \$16,088, which shows a margin of \$32,224 over working expenses, etc. The Kingston dock is 280 feet long; its cost was \$461,007. Since completion in 1892 there have been 298 vessels docked at Kingston. The repairs and maintenance have cost \$91,070 and the revenue has amounted to \$36,397, which shows this dock to be run at an annual cost to the country over and above the revenue of \$7,800 yearly. The Esquimalt graving or dry dock, 3 miles from Victoria, B.C., cost \$1,149,146. It is 480 feet long, 90 feet wide at coping level. Since it was opened in 1887 it has received 153 vessels for repairs. The annual expenses since 1887 have been \$156,935, and the revenue \$146,013, so this dock is an annual charge on the country. There will be no complaints about this, as a graving or dry dock in a proper position is necessary in the general interest of shipping. The Halifax dry dock, which is controlled by the local Graving Dock Co., is 595 feet long, with an entrance of 80 feet. It was built in 1891, at the joint cost of the Imperial Government, the Federal Government and the City of Halifax.

An interesting item in the Public Works report is, that 4,529,250 pieces of timber passed through the Government slides at Ottawa last year, also 8,207 cords of pulp wood, from which services the public revenue derived \$60,765.

The reflection will occur to most business men who read the above exhibit of the work done by the Department of Public Works, will be, that the Minister in charge of it occupies an exceedingly arduous position, one demanding great administrative ability, indomitable resolution and energy, and, with these qualities, an exceptional endowment of firmness and probity to resist the endless demands for concessions, and contracts, and grants, for local objects which are not infrequently accompanied by temptations of the most subtle and dangerous character. It is very much to the honour of the public men of Canada, to its Ministers, its Government engineers, its civil servants, and its members of Parliament that since Confederation the administration of the public works of the Dominion has been conducted with so little scandal, and many hundreds of works have been executed by the Department without a question being raised as to their necessity or their cost.

THE NATIONAL TRUST COMPANY.

A branch office of the above company has been established in Montreal, at the Canada Life Building, a good indication of the prospects of their increasing business in the Dominion.