

Winnipeg has, within three years, trebled its population, and all this is, in a great measure, due to the expenditure on the Red River Route.

I may further mention that the opening of the line has led to the discovery of mines of gold and silver, likely to become of great value to the country at large, and that forests of valuable timber have been rendered accessible, so that timber limits are now being sought for and saw mills put up; and further, that the opening of the communication has placed a wild and powerful band of Indians, who if not carefully managed might have been dangerous, completely under the control of the Government. With these Indians a very satisfactory treaty was concluded last fall.

S. J. DAWSON.

I think that \$116,000 would be about the amount spent in improving navigation.

The sum expended for steamers, barges, boats, horses, harness, wagons, &c., would be about \$168,659.

The amount charged for buildings is \$44,000. The sum of \$30,000 should be deducted for the wharf at Thunder Bay, not included in the navigation account; this would leave about \$411,000 for the road proper.

The length of the Fort William section of the road is about forty-five miles, length of the portages about eight and a half miles; but the portage roads were very much more expensive than the others, on account of their isolated situation.

On the Thunder Bay road are costly bridges, and the swamps rendered the Fort Garry road expensive.

The Fort Garry road is ninety-seven and a half miles long, making a total of 151 miles in length, and costing an expenditure of about \$2,700 per mile, including bridges and embankments.

CHARACTER OF THE BUILDINGS ERECTED.

Some of the buildings are very good and substantial, others not so good; those on the Fort Garry road are mostly hewn log buildings, and some of them are two stories high; many of them were put up last year on inland sections.

In some cases we have had sufficient buildings, and in other places additional ones are wanted; several are now in course of construction.

The sum of \$1,751 per mile represents the present actual cost of the entire route, including water-way, dams, roads, plant, steamers, buildings, wharves, wagons, and all other expenses whatever connected with the route, apart from transportation.

We have two large steamers, twelve tugs, and about one hundred boats and barges. The two large steamers cost \$75,000 for the two; the Rainy Lake boat cost about \$30,000 and the other about \$45,000. The Lake of the Woods boat, as nearly as I can remember, has 120 feet length of keel, is well decked, and has a hurricane deck; the engine has a 22-inch cylinder and 5-foot stroke of piston; the other boat is 100 feet in length of keel.

The Chairman of the Board of Steamboat Inspection, Mr. Risley, after closely inspecting both, valued the Lake of the Woods boat at \$45,000, and the Rainy Lake boat at \$35,000. They were constructed at Fort Francis.

The contract was given to James Dick & Company, of Toronto, for \$36,000 for both boats. This company failed in carrying out their contract, and it was cancelled by the Department of Public Works, and the boats had to be constructed by day labor. They were to have been completed in time for the navigation in 1872. When the contract was cancelled there was a considerable quantity of material on hand, but little done in the shape of building; subsequently the boats were finished, as stated, by day labor, under the supervision of Mr. Brunell, of Quebec, who is a practical ship-builder of great experience, employed by the Public Works Department. They were completed in the summer of 1873. Several tenders were put in for the construction of these boats,—one as high as \$66,000. That of James Dick & Company, for \$36,000, was the lowest tender made.