

pendence of Great Britain in commercial matters. The representatives of Victoria, Tasmania, New South Wales and South Australia signed the resolutions, those of Queensland declining, but only on the ground of want of authority to do so.

We regard this move on the part of the Australian Colonies as highly important. The Secretary of State, to whom copies of the resolutions were ordered to be sent, accompanied with a memorandum from each Government, must have rubbed his eyes when he received them. We have in Canada complete control over fiscal as of all other legislation, and the Australian Legislatures ought to have, and we feel assured, do have, the same; but the fact that this Conference has been held—that its action has been of a rather defiant character—would seem to imply more than appears on the surface.

It is to be presumed that in adopting these resolutions due consideration has been given to the possible consequences to which such action may lead. Its tendency is too plain to be mistaken. If it be part of the duty of a colony of Great Britain to shape its legislation in harmony with the wishes of the Mother Country, then an important element of self-government is wanting, for the interests of the two might not always coincide. No question has been raised, at least for a good while past, as to the right of colonies to regulate their own affairs in this respect. However distasteful protective duties may be at home, the power will scarcely be denied to Australia, or any other colony attached to the Empire, to impose any duties, not discriminative against Great Britain, which may be regarded as wise or necessary.

INTERCOLONIAL RAILWAY.

A Montreal journal — *The Gazette* — has a lengthened account of the progress of this great work. As the facts were doubtless collected from official sources, they may be relied on. The first section of 40 miles from Riviere du Loup was let on two contracts to the Messrs. Worthington; 20 miles have been completed ready for the rails, which have already been laid for 15 miles, to Green River. Sufficient rails are on the spot to lay the track to Trois Pistoles — 23 miles from Riviere du Loup. In the second section is the Trois Pistoles River, which has to be crossed by a bridge 600 feet in length by 50 in height. The iron work for this bridge is now in Quebec, and will be put in place in April next.

The next contract of 26 miles was let to Alex. McDonnell & Co., and crosses a very rough country in the neighborhood of Bic. Upwards of three-fifths of the work on this line is finished and paid for. The remainder of the work is principally rock cuttings, which can be prosecuted in winter.

The next contract of 20 miles was let to Mr. D. Macdonald, of Montreal. It is completed and ready for the track-layers. This brings the line to where the Metapedia road is crossed. The iron work for the few bridges between Trois Pistoles and the Metapedia road will be delivered at Quebec on the opening of navigation, and it is expected that the whole of that portion of the line from Riviere du Loup to Metis, a distance of 90 miles, will be in running order before the close of 1872.

The next contract, of 20½ miles in length, was let to W. E. Macdonald & Co., in May, 1870, and extends from a point a little beyond the Metapedia road, in the direction of Lake Metapedia. This is the heaviest single section on the line, there being nearly 300,000 yards of rock work, and 1,500,000 yards of earthwork upon the section. It crosses the River Metis at a considerable height by a bridge 400 feet in length. In some cases tunnels have been made through the rock, the country being extremely rough. About 40 per cent. of the work has been paid for, and it will take the whole of next season and part of the following to complete it. There are heavy grades on either side of the height which divides the waters of the St. Lawrence from those of the Restigouche.

The next section of 22½ miles was let to Neilson & McGaw, and carries the line to a point beyond the eastern end of Lake Metapedia; 50 per cent. of the work has been done, and it will be completed next season. This will give a distance of 130 miles from Riviere du Loup. Great difficulty has been experienced in getting a supply of labor on this and adjoining portions of the line.

The next two sections of 20 miles each were let to S. P. Tuck & Co., of New Brunswick, and R. H. McGreevy, of Ottawa, respectively. Work seems to be proceeding very slowly, owing to the difficulty in getting a supply of labor, and suitable quarries of stone; and it is intimated that it will not be completed till after more westerly sections are opened.]

Next section embraces but 9½ miles, and includes the Restigouche River Bridge, which will consist of ten spans of 200 feet each, or 1,200 feet in all. The granite for this bridge will be brought 130 miles by water, and the rest of the stone from Bathurst. The iron work superstructure is being made at the Phoenixville works in Pennsylvania, but it is not expected the bridge will be otherwise ready to receive it before 1873.

The next two sections of 24 and 21 miles, respectively, were let to Messrs. Berlinquet & Co., and they are about half completed; it is hoped that a large portion of the track will be laid on these sections next year.

The next two sections of 21 and 12 miles were let to Mr. J. B. Bertrand & Co., of Quebec. The first is about half completed, and will be finished in the early part of next season. The 12 mile section is represented as very heavy, three heavy bridges over as many rivers, and a large amount of masonry being neces-

sary. It seems to be doubtful if this section will be completed by the end of next year.

The next section, 18½ miles, let to Messrs. King & Gough, is said to be difficult of access and work upon it is not being pressed.

The next section of 20 miles, let to Mr. Macdonald, is not a heavy one, and extends to within three miles of the Mirimachi River, where it joins a section of 6 miles let to Messrs. Brown, Brooks and Ryan. This latter section has two bridges of 1,200 feet each across two branches of the Mirimachi River. Serious engineering difficulties have been experienced in connection with these structures, and they will not be completed before the end of 1873. It is believed that every other portion of the line will be completed before these two bridges are likely to be.

The next three sections of 6½ miles, let to Mr. P. Purcell, Messrs. C. Cummings & Co., and Messrs. Grant and Sutherland, has been commenced here and 40 per cent. of one section finished, and it is believed that the line will be completed and ready for traffic on these 6½ miles early in 1873. This brings the line to Moncton, where a junction is made with the European and North American Railway. Here the main workshops are to be erected, at a cost of about \$125,000; they will be completed by the middle of next summer.

Passing along the European and North American 8 miles, the Intercolonial, under the name of the Eastern Extension, leaves that line and is finished and in running order for a distance of 38 miles to the Mississquash River; the line is also opened a further distance of 5 miles, to Amherst, and the next section, 27 miles, is nearly completed, a large portion of the rails being delivered. The next section of 24 miles will be completed in May next. A very heavy section is the next one of 24½ miles, and will be completed by May, except the bridge over the Folly River, which has 6 spans of 100 ft.; this will be done by the end of June.

It appears from the foregoing that the Intercolonial Railway will be ready for traffic from Riviere du Loup to Metis, a distance of about 90 miles, and from Painsec Junction to Truro, a distance of 117 miles, before the close of the season next year. This will make a total length completed of the Intercolonial Railway of 207 miles. Four-fifths of the work will be completed by the end of 1872. The largest number of men employed during any one month is 10,000, varying from that number to 5,000 in winter months. Engines and cars required for ballasting and track-laying are being supplied as fast as needed, and station buildings are being contracted for, so as to be ready when required.

The total outlay which has been made upon the line up to the end of the present year, will probably somewhat exceed \$7,000,000. With the amount of work which will be done next year, and the payments for the iron bridge work, rails, and rolling stock, it is probable that the outlay during the year 1872 will be from \$5,000,000 to \$6,000,000, making the total expenditure to the end of 1872 about \$13,000,000.