

The expenses of Port Inspection and of Quarantine have been as follows for the same fiscal year, 1867-68 :

Medical Inspection of Port of Quebec.....	\$ 3,199.69
Quarantine at Grosse Isle.....	17,644.06
do at Halifax	2,085.40
do at St. John, N. B.....	1,524.85
Total.....	\$24,454.00

These expenses have been reduced for the current year 1868-69, in the proportion of the above detailed total gross expenditure of \$60,181.58, to what may be put down at a round sum of \$37,000 ; which expenditure will be, according to all probabilities, almost equally divided between the two heads of expenditure, namely : 1st. Agencies including help to and transport of Immigrants ; 2nd. Quarantines and Medical Inspection.

The proceeds of the Immigrant Tax are set down as follows, for the three last expired fiscal years, namely :

1865-66 to	\$32,408.00
1866-67 "	22,621.00
1867-68 "	31,064.04

It is to be remarked that the apparent discrepancies between the relative figures indicating the number of immigrants and the head money derived from Immigration, are owing to two reasons. 1st. From the fact that young infants counted in the number of immigrants are exempt from the capitation tax ; 2nd. That the season of navigation being divided into two periods by the computation of the fiscal year, the figures relating to the calendar year cannot agree with the figures relating to the fiscal year, a circumstance never to be lost sight of when dealing with such statistical information.

J. C. TACHE.

Ottawa, 8th June, 1869.

NORTH WEST TERRITORY.

The prospect of the immediate acquisition by Canada of control over the extensive domain known as the North West Territory, gives to the subject of Immigration and Colonization an importance without precedent in the history of British America.

Your Committee are under obligations to Mr. Dawson for the information so opportunely given by him touching that territory and the mode of access to it—in reply to questions submitted to him, as follows:—

SIMON JAMES DAWSON, CIVIL ENGINEER, EXAMINED.

1st Question. Referring to the evidence given by you before a Committee of the Legislature in 1859, have you, since that time, had any opportunities of increasing your information in reference to the best mode of access through British territory to the Red River Settlement?—*Answer.* Explorations were carried on for a considerable period subsequent to that time under my direction ; and through the summer of 1868, further examinations were made of the eastern sections of the route as detailed in my report.

2nd Question. When the preliminary scheme of opening the communication detailed in your report, is carried out, what will be the facilities for reaching the Red River Settlement?—*Answer.* Under ordinary circumstances, when the communication is opened and when steamers are placed on the navigable sections and stages on the land roads, the Red River Settlement may be reached in two days and a half or three days from Lake Superior.

3rd Question. How would it then compare with the route through Minnesota?—*Answer.* It would be greatly better and cheaper. The railroads of Minnesota have only yet reached St. Cloud, which is five hundred miles by the road from the Red River Settlement, but even if the Railroads were carried to Pembina on the boundary line, the route by Lake Superior would still be the best as regards immigrants.

4th Question. In what respect?—*Answer.* It would be greatly cheaper as there would be so much of the distance by water, and it would be over five hundred miles shorter as shown on this map, on which the relative distance is set down.