

tion of the substructure of this bridge before the rise of water which here accompanies ice formation. The substructure of this bridge will be completed on the south side of the Nelson river on May 21, and preparations for start on north side will follow immediately. The steel work of the superstructure is en route to this site. Of the ninety-two miles of grade between this bridge and Port Nelson, work remains to be done at isolated points to an aggregate amount of eleven miles of light grading. Some train filling remains to be done on the portion of the line now built, and much of it has only received a first lift of ballast. It is contemplated that track will be laid into Port Nelson this year and the ballasting of the line brought into fair shape to within a few miles of that terminus.

At Port Nelson a somewhat restricted programme has been followed owing to the effect of war conditions upon labour, materials and ocean tonnage. The bridge structure connecting the deepwater wharves with the mainland was completed, and 1,600 lineal feet of the cribwork of the island placed, built up and filled. The hydraulic dredge worked throughout the season in the channel. The clam shell dredges were employed in dredging stone and gravel from the river bottom for crib filling. During the present season it is hoped that a considerable portion of the island, including the site for the elevator, will be enclosed, and several sections of the deep water dock face cribs placed in position.

The total estimated cost of this work is \$26,000,000. We have expended to date \$18,175,000, of which \$12,565,000 has been in connection with the railway and \$5,610,000 in connection with the terminal work at Port Nelson.

Welland Ship Canal.

The estimated cost of this work is fifty million dollars. We have expended to date about thirteen million dollars. As we could not get a return upon our investment for some years, we did not consider the continuance of construction justifiable under our immediate and pressing financial burdens, and orders have been issued suspending operations.

Of the nine main sections into which the work have been divided by the engineers, four are now under contract, the estimated value of each of these and the amount expended thereon being:

Section No. 1, estimated value, \$3,483,000; expended to date, \$2,238,000. Section No. 2, estimated value, \$5,377,000; expended to

[Mr. Cochrane.]

date, \$3,111,000. Section No. 3, estimated value, \$9,540,000; expended to date, \$3,234,000. Section No. 5, estimated value, \$1,946,000; expended to date, \$1,251,000.

The balance of the expenditures made on account of this work have been for purchase of land, cement and other materials furnished by the department, bridge superstructures procured under separate contracts, operation of construction railway, and miscellaneous. The work is in such condition that no damage is anticipated to occur during the period of suspended operations, and when conditions permit the resumption of the work none of the expenditure which has been made will have been lost.

Trent Canal.

Work upon the Ontario-Rice Lake Division is now drawing to a close. Sections Nos. 1, 5 and 7 are fully completed, and the remaining sections advanced to such a degree that we were able to take our lock gate lifter through the division and hang all the lock gates. The work remaining to be done is for the most part cleaning up the dredging, and this will be completed this season. The Grand Trunk Railway Company have assured us that they will proceed this season with the work involved in raising their low level bridge at Campbellford, so that navigation between lake Ontario and lake Couchiching may be confidently expected on the opening of the season of 1918.

On the Severn division work has proceeded upon the upper two sections which were under contract at the outbreak of the war. Section No. 1, to connect the upper river with Georgian bay, has not yet been placed under contract. The estimated values of the several main contracts and the amount expended to date upon each is as follows:—

Ontario—Rice Lake Division.

Section No. 1, estimated value, \$1,105,569; completed. Section No. 2, estimated value, \$750,000; expended to date, \$721,000. Section No. 3, estimated value, \$295,300; expended to date, \$229,510. Section No. 4, estimated value, \$1,265,000; expended to date, \$1,226,000. Section No. 5, estimated value, \$634,972; completed. Section No. 6, estimated value, \$542,500; expended to date, \$510,667. Section No. 7, estimated value, \$460,029; completed.

Severn Division.

Port Severn section, estimated value, \$160,000; expended to date, \$152,900. Section