

*English River to Eagle River, 118 Miles, Contract 41.*

Tenders for the work on this section were received on the 17th of January last, and the contract was signed on the 7th of March. The contract (No. 41) requires the grading to be done and the track laid for the passage of through trains by the 1st July, 1882, and the section fully completed by the 1st July, 1883. The contract also provides for an increase to the prices of various classes of work on condition that the track be laid and the work completed one year earlier than the dates given above. The work has made rapid progress during the past season, and the track has now been laid to the 136th mile from Fort William. A large quantity of supplies were delivered at Fort William before the close of navigation, and are now being distributed over the remainder of the section.

From the progress making, and the vigour displayed by the contractors, there is a fair prospect that the work will be completed by the early period.

*Eagle River to Keewatin, 67 Miles, Contract 42.*

Tenders for the work on this section were received on the 17th January last, and the contract was signed on the 20th March. The contract (No. 42) requires the grading to be done and the track laid ready for the passage of through trains by the 1st of July, 1882, and the whole contract completed by the 1st of July, 1883. The most convenient means of access to this contract is by the western end, *via* Winnipeg, but in consequence of the track not being laid between Cross Lake and Keewatin, considerable difficulty is met with, and the transport of supplies has to be made by canoes or boats, with frequent portages, during summer, and by teams during the winter months. The works have not, so far, been prosecuted with such energy as to warrant me in expressing the opinion that they can be finished within the time named in the contract.

*Keewatin to Cross Lake, 36 Miles, Contract 15.*

The cuttings on this section (No. 15), which are mostly of rock, are well advanced, and might be completed within a few months. The heavy portion of the work still to be done consists of a number of embankments to be made from earth, which, in some instances, has to be hauled for a considerable distance. The contractor has a number of steam shovels and ample rolling stock, and if well applied the work might be pushed rapidly to completion.

*Cross Lake to Selkirk, 76 Miles, Contract 14.*

The grading and bridging on this section (No. 14) is completed; the track has been laid over the whole distance, and a large quantity of ballast has been put on the line. A further quantity is still required, which will be supplied next summer. The line was used during the past summer for the transport of contractors' supplies.

*Engine House at Selkirk.*

This building has been in course of erection during the past summer. It will have accommodation for ten locomotives and turntable under the same roof. It is at this date nearly completed.

## PEMBINA BRANCH, 85 MILES.

That portion of the branch line between Selkirk and St. Boniface was completed at the date of my last report. The work upon the section between St. Boniface and