

## Department of Public Works.

*Scovil's Point.*—During the fiscal year, a wharf was constructed at Scovil's Point, situated about 44 miles above the mouth of the river and a short distance below Gagelown, the shiretown of Queen's County.

The work was built for the landing of passengers, freight, etc., and was finally completed in the spring. It is constructed principally of round timber, open cribwork and partially filled with ballast. It has a frontage on the river of 142 feet, 71½ feet having a width of 37 feet on top and the balance an average width of about 18 feet. There is a depth of from 6 to 10 feet along the face at low water summer level. The department's contribution towards the construction of this work was \$500.

*Oromocto Shear Dam.*—The shear dam at Oromocto, which extends from the western shore of the river to the head of Thatch Island, and throws the water which formerly went through this passage into the main channel of the river, was damaged near the shore end by logs and ice during the spring freshet of 1892, and the sum of \$510.73 was expended during the year in making good the damage done and in renewing some of the plank covering of the top and sheathing of the sloping face, which had become much decayed.

*Lincoln Wharf.*—During 1892, a wharf was built at Lincoln, Sunbury County, situated about 9 miles below Fredericton on the south-western side of the river. It is constructed of round and square timber, built in the shape of an L, and is of the following dimensions: 95 feet long, 19 feet wide on top over the inner 55 feet, and 55½ feet wide over the outer 40 feet. The upper face is built sloping and sheathed, the outer or river face plumb, partly open cribwork and partially close faced and the remaining faces of open cribwork. The work is filled with ballast and the outer portion of the L planked over, the inner portion being finished with earth and gravel on top, the cost to the department being \$500.

### *Section No. 2.*

*Bear Island Shoals.*—Bear Island Shoals are situated in the main channel of the river on the western side of Bear Island and about 25 miles above Fredericton. They form one of the worst impediments to navigation on this second section of the river and considerable sums have already been expended by both the local authorities and the department in improving the channel over them.

During the fiscal year the sum of \$1,398.69 was expended in removing the gravel over the shallowest part of the shoals, as well as boulders and other impediments in the channel.

*Belvisor Bar, Meductic Falls, etc.*—During the fiscal year the sum of \$599.72 was expended in improving the tow-paths on the east side of the river opposite the foot of Belvisor Bar, blowing out some rocks in the channel, making the tow-paths passable at Meductic Falls, also at Howe's Point two miles below, and in removing a point of rocks at Akerby's Ferry.

### *Section No. 3.*

*Tobique River.*—The work of improving the channel of the Tobique River was continued during the fiscal year and the sum of \$374.28, expended in removing gravel bars with horse-scrapers, improving the paths, building small bridges, etc. The work was scattered over a considerable stretch of the river, the largest portion of the expenditure being made on the upper part of the river below the "Forks" and on the "left branch."

*Little River and White Rapids.*—These are two bad places in the main river, between the mouth of the Tobique and Grand Falls. The sum of \$200 was authorized to be expended, and of this sum \$175 was utilized in making improvements at both places.