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### ST. MAURICE DISTRICT.

The works on the St. Maurice are situated at seven stations, from the mouth of the river to La Tuque Falls, a distance of 100 miles; and there are also two stations on the Vermillion River, a tributary of the St. Maurice.

Although the river remained at a high level for a longer period than usual, the works were not seriously damaged, owing to a large force of men being kept constantly employed. The quantity of logs brought down the river was about the same as last year. The usual necessary repairs were effected to the works at the different stations. (Appendix No. 9, pages 141 and 142).

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### OTTAWA DISTRICT.

This district embraces the River Ottawa and its tributaries, the Gatineau, Madawaska, Coulonge, Black, Petewawa and Dumoine Rivers. There are on it eighty three stations, and the works for facilitating the descent of timber aggregate about one mile of canal, over three miles of slides, nearly thirteen miles of booms and over seventeen thousand lineal feet of dams, with bulkheads, piers, glance piers, &c., in proportion.

During the summer months of 1888 the waters of the main river and the streams falling into it, although low, were at a fair pitch for driving; but later in the season, portions of the timber and sawlogs were stuck, and had to be abandoned until the water rose. In all 127,923 pieces of timber and 3,725,386 sawlogs were brought down, the revenue derived from the same being \$84,709.39.

A description of work done at the various stations will be found in Appendix No. 10, pages 145-149.

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### NEWCASTLE DISTRICT.

The works in this district are of two classes: those connected with navigation, which are under the control of the Department of Railways and Canals, and those constructed to facilitate the descent of timber down the River Trent and its tributaries, which are under the control of this Department.

During the season of 1888 the water stood at its average height. This spring it was low, but through the care taken of the water in the reservoirs, and the heavy rains of May and June, the lumbermen experienced little difficulty with their drives.

A description of the works executed at the different stations will be found in Appendix No. 11, pages 153 and 154.

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### STAFF EMPLOYED ON SLIDES AND BOOMS.

A list of the staff employed on the different slides and booms, with date of appointment, salary, &c., will be found in Appendix No. 12, pages 156-158.

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### BRIDGES.

BATTLEFORD BRIDGE.—No progress was made by the contractors, beyond arranging for materials.