

intact. The first stone of the cross-wall was laid on the 14th June, and when work was brought to a close for the season the east and west walls to the northward of the entrance, and a portion of the wall containing the sluices to the southward of the entrance were completed.

The coffer-dams in either side of the entrance were proceeded with, and will be finished early next season, when the concrete floor will be completed and the masonry for the gates executed.

A portion of the material dredged from the wet basin and the tidal harbour has been placed in the cross-wall, a second portion in deep water, in the St. Lawrence, and a third portion into the embankment.

The tidal basin has been deepened over its area to a depth of 25 feet below low-water, spring tides; and a portion of the wet basin has been dredged to a depth of 15 feet below same level.

The quantity and quality of the work executed by the Contractors during the past year has been satisfactory.

I cannot close this report without referring to the death of Mr. John Edward Boyd, M. I. C. E., Engineer in charge to whose care, skill and knowledge the successful completion of the Graving Dock is mainly due, as well as the satisfactory manner in which the plans for the cross-wall have been carried out by the Contractors. Mr. Boyd, just before his death, has completed the plans and specification for the proposed work in St. Andrews Street, leaving them as a legacy to his successor. Of Mr. Boyd's attainments as an engineer I need hardly speak here, but I must say that his death has deprived the Commissioners of an able, honorable, far-seeing assistant, and myself of a personal friend.

I have the honor to be,

Sir,

Your obedient servant

HENRY F. PERLEY,

Chief Engineer.

A. H. VERRET, Esq.,

Secretary Treasurer,

Harbour Commission.