

structed a slide between what is known as Albert and Victoria Islands on the one side, and Chaudière Island on the other; but as the trade increased, additional facilities were required, and the Government, in 1845, constructed the series of slides now used. Prior to Mr. Buchanan's enterprise, timber was passed over the Great Chaudière Falls, and collected in a retaining boom below, opposite the village of Bytown.

In 1851, applications were made to the Government of the day, for the privilege of using the water power at this station for manufacturing purposes, and a hydraulic survey was carried out by order of the Commissioners of Public Works. To afford and govern the necessary supply of water, dams and bulkheads were constructed in 1854. The purchasers of the water lots were principally those engaged in the manufacture of sawed lumber, and in no place in this Province can their mills be surpassed, either as regards the quantity and quality of the lumber cut, or their improved class of machinery.

As an evidence of the growth of this industrial branch of business, it may be stated, that in 1854, only about 500 saw-logs arrived at this station, whereas the supply for this season will not fall much short of a million pieces.

In addition to the saw-mills there are machine shops, grist mills and a variety of other manufacturing establishments.

An extensive system of boomage has also been carried out above the falls, which guarantees the running of timber on occasions on which it would be impossible to pass at all without these safeguards.

The *Union Suspension Bridge* between the Cities of Ottawa and Hull, and the line of wooden bridges forming its approaches from the main shore, were built in 1843-4 at a cost of \$65,448.79. This bridge is the third thrown across the river here; those which preceded it, having been defectively constructed, were not long in existence. The present structure was erected under the direction of Samuel Keefer, Esq., C.E., at that time Chief Engineer of the Board of Works, and is of such a permanent character as to warrant the conclusion that it will last for many years to come; the more especially as its principal parts consisting of suspension cables and wires have from time to time been overhauled and strengthened; iron girders substituted for wooden beams, and its superstructure of wood entirely renewed within the past year.

*List of Works at this Station.*

	Feet.
Guide booms for square timber (supported by six piers) aggregate length.....	3,234
Retaining booms for saw logs (seven piers).....length	4,389
First slide (26 feet wide).....	150
Second slide ".....	380
Third " ".....	278
Fourth " ".....	66
Hydraulic dam.....	2,607
Entrance bulkhead and pier dam.....	148
Three ply stiff booms at entrance to first slide.....	957
Booms and side piers between 1st and 2nd, 2nd and 3rd, and 3rd and 4th slides.....	1,732
Stone pier dam from Coffin to head of Victoria Island	346
Bulkhead with six gates from Albert to Chaudière Island, 14 feet high.....	82
Hydraulic dam (flat) 12 feet high, from Chaudière to Victoria Island.....	330
Union Suspension Bridge, 23 feet 6 inches wide.....	229

There are also a stone toll-house on Union Bridge reserve; a wooden frame house for slide master and a wooden store-house for ropes, chains, boats, tools, etc., on Amelia Island reserve.