

The river may be divided into four sections, viz.: (1) St. John to Fredericton, (2) Fredericton to Woodstock, (3) Woodstock to Grand Falls, and (4) Grand Falls to the boundary line of the state of Maine.

Section one (1) is navigable for the large river steamers and wood boats. There is a rise and fall of tide as far as Fredericton, and the works along this section consist of landing wharfs for steamers, etc., shear dams at Oromocto, dredging on the shoals and the removal of snags, etc.

Section two (2) is navigable for lighter draught steamers (wheelbarrow-boats) and tow-boats drawn by horses. No wharfs have been built by the department on this section, as the vessels being of light draft load and discharge their freight directly on the shore. The bed of the river a short distance above Fredericton is entirely of gravel, with a few rocky ledges showing in places, and the works consist in the removal of gravel bars which form during freshets; blasting and removing ledges and boulders, cutting out trees and bushes which grow on the tow-paths, and keeping in repair the small bridges which carry the tow-paths over the mouth of small streams emptying into the river.

Section three (3) extends to the head of steam navigation on the river; steamers, however, do not ply above Woodstock, nor have they done so since the completion of the railway which follows the bank of the river the whole distance to Grand Falls. Considerable freighting is done, however, by tow-boats, and the works consist of what has already been described for section two (2). The Tobique, an important tributary, falls into this section of the river, its navigation and works being of the same description as on the main river.

Section four (4) is navigable for tow-boats, as are also several important tributaries which empty into it. The railway follows its bank over its entire length and carries most of the freight, but a large amount of lumbering is done on the upper section, and considerable work has been done by the department in keeping the channel free of impediments to enable the tow-boats which supply the settlers and logging camps to go up.

The works carried on during the fiscal year over the different sections are as follows:—

#### *Section No. 1.*

*Removal of Snags, &c.*—During the spring freshet, snags, roots, half sunken logs, etc., are carried down the river and left in the channel. As the water falls they continue to make their appearance all through the summer and are very dangerous to navigation.

During the fiscal year upwards of 66 of these snags, &c., were removed, the expenditure by the department in connection therewith being \$250.

*Moss Glen.*—Moss Glen, King's County, is situated on the northern side of Kennebecasis Bay, about 10 miles from its entrance, the entrance being 5 miles from the mouth of the river.

During the latter part of the fiscal year, a wharf at this place which was originally 160 feet long and 22 feet wide, was raised from 3 to 6 feet, ballasted, fendered and otherwise repaired, and a block 22 feet long on the face with an average width of about 25 feet was built at its outer end forming an L. The work is of round logs open cribwork, filled with ballast and gravelled on top. The total expenditure was \$402.06, of this the department contributed the sum of \$200 and the Local Government a like amount.

*Vanwart's Landing.*—Vanwart's Landing, King's County, is situated on the western side of the river, about 30 miles from the mouth, and about 45 miles below Fredericton.

During the year, a wharf 205 feet long, the inner 150 feet being 25 feet wide on top and the outer 50 feet, 62½ feet wide, was built, the ends and sides being of square timber, close faced, the interior of round logs, and the whole filled with ballast, with earth and gravel on top. The structure was completed in June last, and is one of the best pieces of work on the river, the cost to the department amounting to \$500.