

## Department of Public Works.

*Joachim Station.*—At this place the governing dams were repaired in their timbers and covering, and the bottom planking of the slide partially renewed where worn out and damaged by the passing timber.

*Rocher Capitaine Station.*—The slide planking was repaired, and the head of spikes having a tendency to project were driven so as to be countersunk; planking was laid on the bulk-head and certain minor repairs executed to the governing dam above the slide.

### BRIDGES AT OTTAWA AND HULL.

*Union Bridge.*—The braces, transverse and lateral rods and counter rods of the superstructure were examined and the nuts adjusted.

*Bridge across slide and hydraulic channels at the Chaudière.* The iron rods were adjusted in their tensions and the roadway planking repaired where worn out by the heavy traffic.

*Dufferin Bridge.*—Some of the roadway block pavement having decayed, new blocks laid in tar and gravel had to be inserted, and at places where the iron guard of the water table had become detached, it had to be relaid.

*Maria Street Bridge.*—Having become dilapidated in some parts of its superstructure, the main truss timbers, needle-beams and hand railing were renewed, and such other repairs executed as will make the bridge serviceable until replaced by a more durable structure, which I understand is in contemplation.

### REPAIRS ON TRIBUTARIES OF THE OTTAWA.

*Gatineau River.*—The outlet creek from the pond or lake in connection with the main boom, and the canal leading thereto, were obstructed by sand and debris to such an extent that, at low water season, logs could not pass the works to the lower sorting gaps; this deposit had therefore to be excavated and removed. A pier was faced with plank; the fences of the Government property and reserves repaired; the workmen's camp building and store-houses had their roofs made water-tight, and additional facilities were afforded at the sorting gaps, by the enlargement of the booms and the platforms at the openings.

*Madawaska River.*—At Arnprior Station, the boom fastenings and moorings were strengthened; the slide bottom and sides were repaired by the use of new timbers and plank; new stop-logs were provided and the apron faced with hardwood. At the foot of Long Rapids, the flat and pier dam was further strengthened; at Little Rapids, the pier dam was raised and the new portion stone-filled, while the old planking was removed to the new work. At High Falls and Chain Rapids slides the entrance bulk-heads were repaired and angle-iron plates inserted in the stop-log checks where the corners had given out, and at the former slide hardwood planking was laid on the bottom and sides where similar material had been worn out. At Ragged Chute, a portion of the governing dam was raised by building a stone-filled pier planked on front and top.

*Coulonge River.*—At the head of the Coulonge slide, immediately above the High Falls, the main guide boom had some of its timbers repaired and at Ragged Chute, about 35 miles up stream, a flat dam, which had become dilapidated through the action of the high water and the battering received from the passing timber and logs, was thoroughly overhauled and made serviceable for the purposes of the lumbermen.

*Black River.*—Some of the side and brace timbers of the slide were removed and replaced by new ones; the side dam strengthened and the projecting spikes in the bottom and sides of the slide countersunk.

*Petewawa River.*—At the lower single stick slides, and at the slide-master's house, near the mouth of the stream, some necessary repairs were executed, and at Cedar Lake main retaining dam and piers, where leakage had taken place, it was found necessary to staunch the same with gravel, to provide timbers at the weak