

THE COLUMBIA RIVER.—To improve the navigation of this river a channel has been scraped through the salmon beds, just below the lower lake, stone and brush-dams have been built where required, and wing-dams constructed at the widest and shallowest points, and at bends, to confine the water and cause a scour. Many snags and other obstructions were removed.

THE COQUITLAM.—Jams and accumulations of trees and driftwood caused the river to overflow, and adjacent lands were thereby damaged. These were removed with satisfactory results.

ESQUIMALT DRY DOCK.—The electric light apparatus has been completed, a lathe and drill supplied for repairs, a small centrifugal pump substituted for the auxiliary and drainage pump. Additional latrines and proper houses for the fire-hose carts have been built, and other necessary work done.

The dock was fully occupied. Two of Her Majesty's ships—the "Cormorant" and the "Icarus," the U. S. lighthouse tender "Margarita," one ship, three barques, one schooner and ten steamers having been docked and repaired.

THE FRASER.—The work of improving the navigation of this important river by the construction of dams to deflect the current into the main channel has been continued and has proved successful. The north channel has been both straightened and deepened thereby, and it is anticipated that there will soon be a continuous depth of 19 feet, at low water springs, through the banks. The snag boat "Samson" removed a number of snags and jams from the river.

HARRISON RIVER.—A number of guide piles were driven, to assist vessels in passing through the draw of the railway bridge.

NICOL ROCK—Nanaimo Harbour.—The removal of this rock, which was a source of danger to shipping, was commenced in 1887, since which time work has been actively carried on. Up to 30th June last more than two-thirds of the area of the rock within the 16 feet contour line has been broken up, and 1,800 tons of material removed and landed.

THE NICOMEKEL.—A small amount has been expended in the removal of snags and other work to the eastward of the Clover Valley Road, thus permitting small boats and scows to get nearly up to Langley Prairie.

THE SERPENTINE.—The ditch, which was cut in 1887–88, and to which reference was made in my report of last year, has been enlarged to double its former capacity, and has proved of much benefit.

THE SOMAS.—During the past year 47 snags were removed from the channel of the river, and many overhanging trees were cut away between the mouth and the landing, which have increased the facilities for navigation; and the remains of an old mill dam near Sproat's Lake, which caused the adjoining lands to be overflowed, were removed.

VICTORIA HARBOUR.—The entrance to this harbour is very narrow, with a sharp turn after passing the lighthouse, due to a shoal extending from Shoal Point. During the year the compact mass of boulders forming this shoal was operated on first by dynamite, and then by a heavy rake, after which the dredge "Pacific" was able to work freely through the shoal.