

During the late summer and autumn months of 1892, comparatively low water prevailed in the streams, which delayed some of the drives of timber and logs and necessitated the laying up of some of the rafts until the following spring; but generally speaking, the mills were well supplied with logs and their sawing operations were up to a fair average.

After the bulk of the timber had passed the various stations, and the water had fallen sufficiently in the autumn months, the foundations of the works, where accessible, were examined, and a commencement made of the necessary works of repairs and reconstruction, which later on, were carried out to completion and may be described as follows:—

#### REPAIRS AT STATIONS ON THE OTTAWA RIVER (MAIN STREAM).

*At Carillon Station*, portions of the main guide-booms above the slide entrance were strengthened by the insertion of new planking, timbers and screw-bolts, and certain hardwood stop-logs, which had become unserviceable, were replaced by new ones.

*At the Ottawa or South Chaudière Station*.—The repair work consisted of strengthening the side piers of the 2nd slide, removing and replacing stone-filling; making good defects in guide booms; providing new stop logs and relaying the bottom planking in the slides where worn out. The buildings in connection with the general store-house were also repaired, extended and painted.

*At the Hull or North Chaudière Station*.—The boom fastenings, bulkheads and planking were repaired and the timbers in the side piers of the slide overhauled.

*Roadway between Ottawa and Hull*.—The roadway between Ottawa and Hull was cleaned from time to time and macadamized. The traffic here is so great and constant that the heavily loaded vehicles soon pulverize the ordinary limestone hitherto in use, but arrangements are now being made to place a coating of crushed granite in front of the Hull factories, and to lay at the Union Bridge approaches, sections of Belgian porphyry pavement and granite blocks, as a step towards obtaining a permanent roadway, where the thoroughfare is under the control of the Government. Near the northerly end of the Union Bridge, the sidewalks have been carried out to the full width of the mason work of the causeway, which has had the effect of adding to the safety and convenience of foot passengers at this place, and iron water pipes provided at fixed intervals to carry off the surface water from the roadway where the pavement is completed.

*Chats Station*.—The bottom of the slide was, for a considerable portion, replanked, and the side piers were strengthened by placing new timbers where required. A new oak spindle was provided for the boom and an oak post for the bulk-head.

*Portage du Fort Station*.—A section of the guide boom at the entrance of the slide was renewed; the bulk-head rebuilt; the pier corners faced with maple plank and the stop-log recesses lined with iron plates. Near the foot of the slide the side timbers and ties of the side pier had to be repaired and braced up, and the stone filling removed and replaced, and four new stop-logs were provided for governing the water at the bulk-head. The slide bottom was caulked to guard against leakage.

*Mountain Station*.—The side piers and bottom of slide had their timbers partially renewed, while the stone filling of the piers was levelled up and the guide boom strengthened.

*Calumet Station*.—Above the entrance to the upper slide five snubbing posts were erected along the shore with the view of enabling the raftsmen to have better control of their cribs at this point, and to guard against their being driven by cross winds into the swift current leading to the Grand Calumet Falls. The dam at the side of the basin between the second and third slides was repaired and strengthened and a new governing bulk-head constructed for the purpose of supplying water to the third slide; the aprons and bulk-heads of the upper slides were also repaired, and the booms and their fastenings adjusted.