

At ETANG DU NORD, that part of the breakwater which was sunk in 1887-88 was filled with stone.

ILE PERROT.—During the last fiscal year a length of 325 feet of pier work, 18 feet in width, was built from the shore outwards, leaving a length of 275 feet yet to be built.

At ILE VERTE, an isolated block, 50 by 40 feet, was built, in 1887, and during the last fiscal year an approach from the block to the shore has been commenced, but there remains 800 feet to be constructed to complete the work.

At LA GRANDE DÉCHARGE of Lake St. John a pier and an ice-breaker have been built.

At LAPRAIRIE, 335 feet in length of crib work wall was built to a height of 11 feet below low water, from the steamboat wharf westward. It is built of open work, 20 feet in width, with a batter of 1 in 12 on the face.

LES EBOULEMENTS.—A room for the accommodation of passengers waiting for the boats was built on the outer end of present pier. It is constructed on posts. Its dimensions are 45 by 25 feet; the roof is covered with metal and the whole building painted with waterproof paint.

LONGUEUIL.—A contract has been entered into for the completion of this wharf, but little work had been done at the close of the year.

At MURRAY BAY a new waiting room 30 by 24 feet was built.

NEWPORT RIVER.—Further pile-protection work was constructed.

At NICOLET a further length of 553 feet of pile-protection work has been built.

PERCÉ.—The landing pier commenced in the winter of 1888 was completed in May last. It was built by contract, and its dimensions are: length over all on top, 320 feet; width on top, 20 feet; height at outer end, $36\frac{1}{2}$ feet—of which $26\frac{1}{2}$ feet only are above the bed of the river, it having settled down some 10 feet during construction; depth of water at outer end, 16 feet at low spring tides, with a rise and fall of from 5 feet to 5 feet 6 inches in full spring tides, and 3 feet ordinary neap tides.

RIVER DU LIÈVRE.—With the intention of fostering especially the phosphate industry and facilitating its transport from the mines to the nearest railway, which is at Buckingham, a contract for the construction of a lock and dam at the Little Rapids was entered into in December, 1886. The lock and dam will be of sufficient height to flood the Long Rapids about $7\frac{1}{2}$ miles above the site of the lock, and therefore will give an uninterrupted navigation of 22 miles—that is, from the village of Buckingham to the foot of High Falls. The lock has a length of 160 feet between the gates and is 32 feet 7 inches in breadth, with 8 feet of water on the mitre sills. Entrance piers are also under construction. Proper provision will be made for the passage of timber over the dam, which is being constructed 11 feet above low water at the head of the Little Rapids. The work is well under way.

RIVER RICHELIEU. Another ice pier has been built to afford additional protection to the city of Sorel during the run of ice in the spring.