

The sum of \$3,000 was voted for the construction of 150 feet in length of pile protection work and in forming a slip in the landing pier for loading vessels from, also some much needed repairs to the pier.

The whole of the above work was completed by the 30th June last, and the amount expended was \$2,998.65.

TORONTO HARBOUR.

Work at Eastern Entrance.

The works at the eastern entrance which were begun in 1889, consist in build-ings 1,650 feet of crib-work, to partially close the Eastern Gap from Fisherman's Island, up to the new eastern channel which is to be opened by the construction of two rows of crib-work, respectively 2,420 feet and 2,280 feet in length, 400 feet distant one from the other, and by dredging between these two rows of crib-work to a depth of 16 feet at low water.

At the end of the fiscal year the whole of the protection work from Fisherman's Island to the east row of crib-work or east pier, was completed and the channel was dredged to a sufficient depth to enable vessels drawing 12 feet of water to use the eastern gap without difficulty.

During this fiscal year, 1892-93, good progress was made; 15 cribs were sunk in position, viz., 10 forming part of the east pier, 4 forming part of the west pier, and one to connect the west pier with the island breakwater, making a total to date of 46 cribs placed.

Seven hundred and fifty-five lineal feet of superstructure was constructed forming a total of 2,655 lineal feet completed; 19,723 cubic yards of stone were deposited in cribs and superstructure, and 2,655 lineal feet of superstructure were planked.

One hundred and thirty-four thousand nine hundred and eighty cubic yards of sand were removed, making a total of 568,168 cubic yards, and giving a channel of 12 feet average depth.

There remains at present date to complete these works, about 10 cribs to sink or 1,000 feet in length, and the completion of the superstructure over a length of work of 2,600 feet.

It is not possible to estimate the quantity of dredging to be done to obtain the full width of the channel to the depth of 16 feet below low water, as a great deal of filling-in will necessarily take place until both piers are completed.

Should the weather prove favourable, it is expected that the whole of the works at the eastern entrance, will be completed by the end of the year 1895.

PROVINCE OF BRITISH COLUMBIA.

COLUMBIA RIVER.

Below Revelstoke. The sum of \$2,461.09 was expended in improving the navigation of the Columbia River below Revelstoke, in removing rocks and shoals from the channel of the narrows between the Upper, and Lower Arrow Lakes. The results have been of great benefit to navigation.

Above Golden. On the 30th June the dredge built at Golden for improving the Columbia River above that point was nearly completed, the expenditure amounting to \$5,400.27.

Since that date it has steamed up the river to Mud Lake where operations with the intention of deepening the channel are in progress.

The hull of this vessel is 95 feet long by 25 feet beam by 3 feet 6 inches depth of hull outside measurements. It is self propelling, having a stern-wheel 9 feet 4 inches diameter, by 14 feet wide, driven by means of sprocket-wheels and chains, which can be disconnected when necessary, by the same engine that works the dredging machinery.