

## Department of Public Works.

On the 27th May last, 4 spans of the slide were destroyed by the large timber coming down and debris. These were replaced as soon as practicable.

The booms in the Grande Décharge were stretched in the autumn of 1892.

I have the honour to be, sir,  
Your obedient servant,

JOSEPH ROSA,  
*Superintendent.*

LOUIS COSTE, Esq.,  
Chief Engineer, Department of Public Works,  
Ottawa.

REPORT ON THE TRENT AND NEWCASTLE DISTRICT WORKS, BY MR. E. B. ROGERS.

PETERBOROUGH, 14th October, 1893.

SIR,—I have the honour to submit the annual report on the works under my charge for the fiscal year ending 30th June, 1893.

The works under my supervision in this district are constructed for two purposes, namely, for the benefit of navigation, and to facilitate the descent of timber. The former are under the control of the Department of Railways and Canals, the latter are under the control of the Department of Public Works. The works are situated along the River Trent, between Trenton, on the Bay of Quinté, and Balsam Lake (a point about 15 miles from Lake Simcoe), a district about 170 miles in length.

There is a very large watershed reaching as far as the headwaters of the Madawaska on the north-east and those of the Muskoka on the north and west, comprising an area of over 2,000 square miles of watershed. The regulation of the water of this large watershed has become a very important matter to the many industries situated along the route.

The water during the fall of 1892 was very high, and remained so during the winter. The water during the last spring was also very high but it passed off without doing more than the ordinary amount of damage to the works.

The new rules and regulations which were passed last spring regarding the sizes of bags or booms of logs moving down the stream have been fairly well carried out, and it has made a great improvement in the navigation.

Most of the firms admit that bringing their logs down in the smaller bags, called for in the regulations, is a more economical method than the old method of using large bags. Most of the firms now have tugs of their own for towing their logs.

The following repairs were executed at the different stations during the year:

### *Fenelon Falls.*

A jam of logs occurred in the middle of the slide which caused a break in the bottom and sides of the dam. This was repaired.

### *Buckhorn.*

The glance booms to the slide were broken by the ice were repaired. A single stick boom was also put on the piers below the mouth of Massasaga Creek.

### *Katchuwanoe Lake.*

Two new snubbing piers were built at the lower end of the lake to prevent the logs from drifting into the navigation channel.

### *Peterborough.*

New movable iron crab winches were put on the slides to replace the old timber windlasses for raising and lowering the stop-logs. New floor timbers and floor were put on the centre slide. The booms in the lake above were also overhauled.