seasons of navigation, considerable demand has been made upon the Department of Public Works of Canada for dredging out channels at the entrance to many of the harbors, and also for a continuation of the dredging inside the harbors, to enable vessels to enter for the purpose of loading and unloading. Care had to be exercised in directing these operations, from the fact that when the present piers and other works were constructed at the several harbors, some years ago, these structures were considered quite safe, and as serving all purposes for which they were intended, if extended and built in from 10 to 13 feet of water, as vessels drawing these depths were the largest afloat. Recent years have developed a much larger capacity in vessels trading upon the upper lakes, and, consequently, a deeper draught. To accommodate this increased size and draught, and even to give access to those of less tonnage during the low stage of water, the dredging required was, in many cases, lower than the foundation of the structures. To obviate the difficulties and danger to the present structures - where the increased depth is required-it has become necessary to protect the piers, etc., by driving sheet-piling along the sides and ends ; this method is the least expensive. The sketch below shows the method adopted : -



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