

vessels to surmount the St. Anne's Rapids, 23½ miles from Montreal. There was no serious interruption to trade. Some repairs were made, and a new canal, 1200 feet long, 120 wide and 10½ feet deep, contracted for and put under construction. Twelve thousand seven hundred and fifty-three dollars were paid for construction, and \$7,208 for repairs. At the River La Grasse a channel was excavated by the steam dredge from the Ottawa to the village of Rigaud.

The Carillon Canal, 2½ miles long, past the Carillon Rapids, was owing to the breaking of a lock-gate, closed once during the season of 1874, for 48 hours. It was efficiently maintained in good order, \$10,605 having been expended for repairs. Four miles from the Carillon canal is

The Chute a Blondeau Canal, ¼ of a mile long, only used by vessels going down the river. On this canal new works are being constructed to supersede these canals. A dam, 1,800 feet long, with a timber slide, has been built at the foot of the Carillon Rapids. The expenditure on this during the fiscal year was \$54,935.

The Grenville Canal, 5½ miles long, about 60 miles below Ottawa, enables vessels to pass the Long Sault Rapids. New works are being constructed on this also. The expenditure on construction account in the fiscal year for the Carillon and Grenville Canals was \$190,823.

Above the city of Ottawa, some locks and dams have been constructed to overcome the *Culbute and L'Islet Rapids*. The expenditure on these in 1873-74 was \$38,389. They consist of two locks each 200 feet long, and dams of 520 feet in length.

The Rideau navigation between Ottawa and Kingston, 120½ miles long, has 47 locks. Five thousand seven hundred and ninety-three dollars were expended in construction on this, and \$28,467 for repairs. The navigation in this canal was interrupted for fourteen days by an accident at the Kingston Mills. The water supply was good throughout the season.

THE RICHELIEU AND LAKE CHAMPLAIN.

Navigation, commencing at Sorel, at the confluence of the St. Lawrence and Richelieu, 46 miles below Montreal, continues 81 miles in the territory of the Dominion to Lake Champlain. Fourteen miles above Sorel the river is divided into two channels. The St. Ours Lock and an earthwork dam is one channel, and a large dam of crib-work and stone in the western, gives a navigable depth of seven feet for 32 miles to Chambly Basin.

The Chambly Canal, 12 miles long, between Chambly and St. Johns, was built to avoid rapids. These works were put in thorough repair, and some other improvements made in the navigation of the river. The cost of these was \$21,600. Arrangements have been made to dredge a channel 50 feet wide and 6 feet deep in the St. Francis river up to St. Thomas de Pierreville, 8 miles from its confluence, with Lake St. Peter.

The St. Peter's Canal converts St. Peter's Bay on the south coast of Cape Breton, N. S., with the Bras d'Or lakes, crossing an isthmus half a mile long, and giving access to and from the Atlantic. The expenditure

on this work was \$1,580. Four thousand and eighteen dollars were expended on surveys for the Bale Verte Canal.

TOTAL CANAL EXPENDITURE.

The total canal expenditure for the fiscal year was:

Construction.....	\$1,237,814
Repairs.....	227,240
Staff and Maintenance.....	150,120
Total.....	\$1,615,174

NAVIGABLE RIVERS.

The rivers under the control of the Dominion Government are the St. Lawrence and Ottawa; St. Croix, Restigouche, St. John, and Tignish, New Brunswick; Misgash, between New Brunswick and Nova Scotia; Fraser, British Columbia; and Red, Manitoba. An appropriation of \$1,500,000 was voted by Parliament for deepening the St. Lawrence between Quebec and Montreal; \$500,000 was authorized to be expended in 1873-74, under the supervision of the Department, by the Montreal Harbor Commissioners. In the fall of 1873 contracts were given out for six dredges, six steam tugs, fifteen scows and two coal barges, and the work was commenced in the spring of 1874. Surveys of obstructions in the St. Croix River, the removal of which is estimated at \$100,000, have been made at the joint expense of the Dominion and United States Governments. A number of improvements have been made in the navigation of the River St. John, and steamboats now make their trips with ease in high water to the confluence of the Tobique. The reports received from all sections of the Dominion on the subject of navigable rivers suggest the necessity for the enforcement of the law for the protection of streams. Most of the harbors of the western lakes have been reduced in depth by deposits of sawdust, &c., &c., brought down from the upper waters of the streams flowing into them. The same difficulties are reported in the Maritime Provinces. Much inconvenience and, even positive danger to navigation, has been caused, and a heavy expense for dredging been thrown upon the Department.

HARBOURS AND PIERS.

Dredging operations were carried on in Harbours of Kingston, Napanee, River Salmon, Belleville, Picton, Presqu'île, on Lake Ontario. Some additional works are in progress in the harbour of Port Hope. Arrangements were made for the extension of the harbour of Cobourg, but owing to difficulties with the contractors, have been delayed. The works at Rondeau, on Lake Erie, have been completed. Surveys have been made with a view of constructing a harbour of refuge at Kingsville. Surveys were also made to ascertain the cost of improving the navigation of Chenal Ecarte, Lake St. Clair. Works are under contract for the better protection of the harbour of Bayfield, Lake Huron. The works in the harbour of Goderich, on the E. Coast of Lake Huron have been completed and further improvements are being carried on. Works