

<i>Maintenance.</i>	<i>Repairs.</i>	<i>Construction.</i>
\$ 1,850	\$ 4,406	\$ 32,628
10,428	18,820	249,519
.....	.....	90,368
.....	.....	9,511
21,536	20,280	.....
<b>\$39,800</b>	<b>\$43,800</b>	<b>\$381,908</b>

To this may be added the expenditure on the Culbute Canal on the Upper Ottawa, in process of construction around the Culbute Rapids, \$68,666, making the total expenditure for the year \$577,568.

**THE RICHELIEU AND LAKE CHAMPLAIN**

navigation commences at Sorel, at the junction of the Richelieu with the St. Lawrence, extending for 81 miles to the boundary line at Lake Champlain. There are 12½ miles of canal, allowing vessels of 230 tons drawing 8½ feet water to pass through. The expenditure on these works for the fiscal year was:

Construction.....	\$ 2,475
Repairs.....	17,822
Maintenance.....	14,064
<b>Total.....</b>	<b>\$34,361</b>

St. PETER'S Canal connects St. Peter's Bay, Cape Breton, with the Bras d'Or Lakes. It is half a mile long and gives access to and from the Atlantic. The expenditure of all sorts during the year was only \$1,470.

The proposed BAIE VERTE Canal, connecting the Gulf of St. Lawrence with the Bay of Fundy, has not yet been commenced; \$443, only were spent on the surveys during the year 1874-75.

The total canal expenditure for the year was \$2,101,562, of which \$1,681,244 was on construction account.

**WORKS ON NAVIGABLE RIVERS.**

The rivers under the control of the Dominion Government, are the St. Lawrence to the head of Lake Superior, and Ottawa; St. Croix, Restigouche and St. John, in N. Brunswick; Tidnish and Missisquoi, Nova Scotia; Fraser, B.C., and Red, Manitoba.

**DEEPENING THE CHANNEL BETWEEN MONTREAL AND QUEBEC.**

After this work was placed under the direct superintendence of the Department of Public Works, up to June, 1875, the time was principally occupied in providing the necessary plant. Seven Elevator Dredges have been placed at different places in the river. During the season of 1875, the work was vigorously pushed on. \$258,000 was expended on this work during the fiscal year 1874-75. Improvements were made also in the

**RIVER ST. JOHN, N. B.,**

which have proved of great benefit to the navigation of the river, especially during the summer season. \$16,478 were expended on these improvements, making the expenditure on navigable rivers \$379,478.

**HARBOURS AND PIERS.**

On Lake Ontario, during the summer of 1875, works were in progress in the harbours of Kingston, Napanee, Shannonville, Trenton, Picton, Cobourg, Port Hope, Port Darlington, Oshawa, Whitby, Frenchman's Bay and Toronto. On Lake Erie, the harbours under improvement were Port Burwell, Port Stanley, Eagle and Morpeth. Extensive operations were commenced in the channel of the Detroit River, so as to obtain 14½ feet of water at the lowest depth. The mouth of the River Sydenham emptying into the Lake St. Clair was dredged, and a channel 50 feet wide and 10 feet deep completed for 8 miles. On Lake Huron, Port Franks and Port Elgin harbours were surveyed preparatory to commencing operations, the works at Port Albert and Inverhuron completed, and those at Bayfield, Goderich, Kincardine and Chantry Island carried on. The works at Collingwood, Owen Sound and Meaford, on Georgian Bay, were completed. The total expenditure for harbours and piers in Ontario during the year was \$237,585. Works at Coteau Landing and L'Islet, on the St. Lawrence, were completed; some progress made on those at Bay St. Paul and Les Eboulements and Mal Ede, N.B., of St. Lawrence and those at Bagotville and Chicoutimi on the Saguenay. The expenditure in this branch for Quebec was \$12,068. At Richibucto, Point du Chêne, and St. John, N.B., breakwaters were partially constructed, works at Dipper Harbour, Tyne-mouth Creek, Hillsboro and Sackville were completed, and dredging done at Fredericton, Oromocto, River Demsey, Richibucto, Bathurst and Point du Chêne. The cost of work on harbours and piers in New Brunswick was \$70,286. In Nova Scotia the works at Brookline, Ingonish, McNair's Cove, Big Tracadie, Port Medway, Sissiboo, Maitland, Big Pond, Port George, Meteghan Cove, Yarmouth, and Plympton were completed, and those in Jordan Bay,