consequence of such trainage work by every lot and road or portion of lot; the said assessment so made being the assessment hereinafter by this Bylaw enacted to be assessed and levied upon the lots or parts of lots and roads hereinafter in that behalf specially set forth and described, and the report of the said W. G. McGeorge in respect thereof and of the said drainage work being as follows:

Chatham, 3rd October, 1896.

To the Reeve and Municipal Council of the Township of Raleigh:

GENTLEMEN,—Having been appointed to make an examination and survey of Government Drain Number One, south of the Raleigh Plains Drain in the Township of Raleigh, with a view to its repair and improvement for its proper maintenance, I beg to report that I have made such examination and survey.

I find the drain much out of repair. As will be seen by the profile, the fall in the drain, taken as a whole, is very great but is not uniformly distributed, and I have endeavored to place the improvements to deepen and enlarge the work chiefly where lands are injuriously affected, as at its junction with the Simmonds, Symon and Doyle Drains. At these points low lying lands are flooded at times, more particularly from the junction with the Symon Drain on to the Raleigh Plains Drain, and here the improvement has to be extensive, owing to the very large quantity of water conducted through these drains as well as the Government Drain itself, and owing to the decreased fall in Concessions 6th and 7th and north part of Concession "A."

Lands are somewhat low and flat immediately south of the Michigan Central Railway, and this part of the drain is the most difficult to deal with, as the railway company has placed its two iron tubular culverts at too high an elevation to permit of a proper deepening here. The inverts of the culverts should be two feet lower at least, and all that can be done is to widen the drain to increase the water-way approaching the culverts.

The bottom of the drain will be narrowed towards its head, as considerable water has been cut off by the construction of the Burns Drain.

All the data for the repair and improvement are furnished on the profile accompanying this as regards dimensions.

The earth excavated will be cast three feet clear of the drain, and where the drain is along the road it will be spread evenly to form the wagon-way to a width of eighteen feet, and where it passes through lands it will be spread sufficiently for easy cultivation. If, however, it is desired by owners alongside whose lands the drain passes, the Commissioner in charge of the work may have earth from the drain placed to form an embankment in low places at the side of the drain opposite the wagon-way.

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