

The fleet was finished at 12.25 p.m. Seventy feet still required to be hauled.

The tackle was overhauled and work begun again at 1 p.m. The rope got under the barrel of No. 2 capstan again and had to be cleared. The hauling was heavy, but the pipe moved steadily. The work was finished at 2.45 p.m., the front end of the pipe being above low water. Total distance hauled, 1224 feet.

The main was tested on September 5th, under a pressure of 125 lbs. per square inch, and found to be perfectly tight.

Captain Westcott employed 11 men during hauling, as well as the diver and the drivers of the teams.

Four hundred feet of pipe were afterwards laid on the north side of the Narrows to extend the main to the valve chamber there, and 150 feet on the south side to the valve chamber at the south bank in the ordinary manner.

Cost of pipes:

109 12-foot lengths 12" pipe=1,308 feet.	
109 lengths, 1,725 lbs. to 1,800 lbs. each, average 1762.5 each.	
= 192,112 lbs.	
= 96.05 tons, @ \$40.00 per ton at C.P.R. wharf.. . . .	= \$3,842 00
Removing to north shore of Inlet.. . . .	200 00
Total.. . . .	<u>\$4,042 00</u>

Expenses connected with hauling, etc.:

Labour, as per pay rolls July 2 to August 11, for building chute and platform, putting up capstans, placing and jointing up pipes, etc..	\$1,002 69
Labour hauling the main, August 25 to September 8.. . . .	1,163 23
Total labour.. . . .	<u>\$2,165 92*</u>

* This amount includes 8 horses, 7 days at \$8.00 per team and man per day, say with overtime, \$10.00.....	\$280.00
4 horses 3 days.....	48.00
	<u>\$328.00</u>

General wages 25 to 30 cent. per hour; Overtime, time and a half.
Diver \$15.00 per day.