

Instead of leasing or hiring pumping machinery, as had been originally intended, your Committee found it would be more in the city's interest to purchase the pumps required.

Accordingly they procured from the Morris Machine work, Baldwinsville, N.Y., five Heald and Sisco No. 12 centrifugal vertical pumps, each capable of discharging 10,500 gallons per minute. Three of these were placed in No. 1 cut at Commissioners street, and the two others in No. 2, Mill street. The total capacity of the five being 75,000,000 gallons per day of 24 hours. Powerful hand pumps of modern pattern were sufficient for stations 3, 4 and 5, and a 6" rotary steam pump, owned by the Road Department, was used in No. 6.

The Grand Trunk Railway Company gave your Committee most valuable assistance by granting the use of three locomotives, on which considerable alterations were made, to fit them for driving the large pumps on Commissioners and Mill streets. They answered the purpose admirably, and your Committee would recommend that, on examination and approval by an expert, they be purchased by the city, and retained for similar work in future years. They can be procured for \$1250 each, as they stand at present, including all charges for the alterations made to adapt them for this work. The Committee consider that it would be impossible to get the same amount of motive power in any other way for a like sum, and they therefore consider that the acceptance of the terms named in the letter to Mr. Wallis, mechanical superintendent G.T.R., which is submitted herewith, would be most advantageous to the city. In the event of the Council not purchasing these locomotives, the cost of their alteration, and their return to the G. T. R. works, will have to be defrayed by the city.

Whatever plans or schemes may ultimately be adopted for the prevention of floods, it is quite evident that, so long as the water in the river does not rise higher than the revetment wall, the pumping of the sewage furnishes an effectual and comparatively inexpensive method of keeping the cellars and streets free from inundation, and will doubtless be continued in future years. The experiment of this year, notwithstanding numerous difficulties and drawbacks, proved to be quite as satisfactory as the most sanguine could desire. There is ample evidence to show that for 8 or 10 days previous to the 17th of April, the water in the river kept steadily rising, and attained a level which, but for the damming and pumping of the sewers, would have flooded nearly all the cellars in St. Paul, Commissioners and the lower portions of many other streets, in the business part of the city, as well as in St. Ann's ward. Scores of people testify that in

former years, with the water in the river at a similar height, they had been inundated to a depth of several feet, whilst this year, up to the day above named, they were perfectly dry. On that day, however, the water overflowed the river banks and revetment wall in a disastrous deluge, having risen to the unprecedented height of 44 feet 4 inches above the bottom sill of the lower lock of the old Lachine Canal (that being the datum line adopted by the Harbour Board for that purpose). In the great flood of 1861, the depth of water was 41 feet 8 inches, so that this year exceeded 1861 by 2 feet 8 inches. From Saturday, the 17th, at noon, until Tuesday the 28th, when the ice jam in the river gave way, pumping operations were of course suspended. But as soon as the water commenced to recede, work was again resumed, and within 2 or 3 hours, the sluice gates in all the flumes were opened, and the pumps were kept in operation until the end of the week.

The expenditure already made in connection with this amounts to about \$8,000, and your committee estimate that it will require between \$4,000 and \$5,000 to cover outstanding accounts and the work yet to be done. Should the Council determine to purchase the G. T. R. locomotives, \$3,750 will require to be added. An account of this expenditure, and also a statement of inventory of the plant now in possession of your Committee is appended to this report. The value of the machinery and plant on hand, exclusive of the locomotives, is between \$3,000 to \$4,000, all of which will be available for use in future years.

Workmen are at present engaged in rectoring the Rifle Ranges and Nun's farm, to their former condition. The work will be completed in a very few days.

The cut at Mill St. station was found to be in a most unsuitable place, the soil there being a sort of quicksand, and there being a number of old flumes and pipes at that particular spot. There is a much better location, 160 feet higher up the street, which is clear of all obstructions, and which will have to be adopted in future years. The pumps, framing, etc., were therefore taken up, and the brick work of the drain restored. Through the kindness of Mr. Conway, the pumps and other plant used at that station, have been stored in the government yard adjoining.

The pumps at Commissioners street station have not been removed. Everything is left just as it was after the flood, awaiting the decision of the Council as to what action is to be taken on the recommendations of the City Surveyor, which accompany this report. Something must be done immediately however, to remove the large bank of earth, so that the people in the neighborhood may not have cause of complaint.

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