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*Graving Dock.*

The Graving Dock has not made such progress as was anticipated, the difficulty of transporting plant early in the season from the contractor's former works, at St. Catherines, Lachine Canal, contributed to the delay. But for the special character of the entrance works, floating plant and special machinery were required for which provision had to be made.

The sill of the Graving Dock and the work beneath it being situated below the level of the old Government wharf, the side of that work had to be cased in with sheet piling. This has been effected subject only to the ordinary difficulty and risk that might be expected to arise from the settlement of the wharf from footings having to be removed to drive the piles to the depth of protection required, as an auxiliary portion of the cofferdam.

The excavation of the dock pit, the piling and the filling with concrete of the wing wall foundations are shewn on Progress Drawing No. 3 with such of the filling as has been tipped in place.

The Government Engineers at Ottawa and the Engineer of the Montreal Harbour Commission having inspected and approved these plans and the method of construction which have proved so successful elsewhere, little will remain but to give the contractors, Messrs. Larkin Connolly & Co. credit for every intention to do their best although the progress so far as seemed somewhat slow to bring this most important work to a successful completion.

Mr. Morris of the firm Kinniple and Morris, Engineers in chief both to the Harbour and Graving Dock works, when recently in Quebec, on his usual visit of inspection, expressed himself well pleased with the progress and the manner in which the works generally were being carried out. Mr. Morris also spoke in praise of the ability and care displayed by the Resident Engineer, Mr. Woodford Pilkington, M. I. C. E., in the superintendence of the works.

Many engineers have visited these works and all, without exception, speak in high terms of the first class character of the work that is being executed.

*Lifting Barge.*

In the beginning of the month of May, the Lifting Barge was towed from her winter quarters to the Commissioners' Wharf and, immediately after, a sufficient number of men, forming part of the former crew, was placed on board under the charge of Captain Claude Giguère, who had been previously re-engaged, and the work of preparing her for the resumption of her operations was proceeded with under delay.

On the 27th of the same month, she left the Commissioners' Wharf for the Fly Bank where Captain Giguère had been directed to go with instructions to work at the boulders till the weather would permit him to return to the wreck known as *L'Original* upon which the barge was engaged the previous year, from the 24th September to the close of navigation.

Just as Captain Giguère was to make fast one of the largest