

Section 25.—Between Port Robinson and the town of Welland: Messrs. Ferguson Mitchell & Symmes.

Section 29.—West of Junction: Messrs. R. Mitchell & Co.

Section 30.—West of Junction: Messrs. John Ferguson & Co.

Sections 31 and 32.—West of Junction: Mr. John Brown.

Section 36.—Deepening and constructing harbor of Port Colborne: Mr. Charles F. Dunbar.

BURLINGTON BAY CANAL.

Length of canal.....	$\frac{1}{2}$ mile.
No locks on this canal.	
Average breadth between piers.....	138 feet.
Narrowest.....	108 "

This canal is cut through the sand bar which separates Burlington Bay from Lake Ontario, and is navigable for vessels drawing ten feet of water. It gives access to the Port of Hamilton, and to the Town of Dundas *via* the Desjardins canal.

This canal closed on 10th December, 1874, and opened 28th April, 1875.

The ferry scow has been repaired.

The piers have been somewhat destroyed by fire and partially damaged. They will be repaired during the present season.

The superstructure is reported as being in bad condition and requiring renewal. (Appendix 7, page 49.)

TUG SERVICE.

This service has been subsidized by Government since the year 1849 (1852 excepted), with a view of maintaining a line of tug steamers on the intervening navigable reaches connecting the several canals between Montreal and Kingston.

The annual subsidy amounted to \$12,000, and the contractor undertook to tow vessels, at fixed rates, to provide not less than nine vessels for the service, and to make two trips daily between the Lachine and Beauharnois Canals, and one trip daily on the connecting reaches of the line.

The service was performed by Messrs. Calvin & Breck, under a contract for three or five years, at the option of the Minister of Public Works, dating from the 1st May 1872; subject to the approval of Parliament.

An order in Council, dated 26th June, 1874, was approved by Your Excellency to the effect that the Minister of Public Works should be authorized to terminate the