winch rail and two skids (at 16 feet centres), which supported the stop-logs when not in use. The winch rails consisted of a ⅞-inch bar on upstream rail and ¾-inch on downstream rail, curved to proper radius, and riveted to an 7-⅞ × 7⅞-in. H beam. The top flooring consisted of 1 in. of

Fir stop-logs 23 feet 9 inches were used.

Two hundred pieces 18″ × 16″ × 24″

Two hundred pieces 16″ × 16″ × 24″

One hundred and fifty pieces 19″ × 16″ × 24″ were ordered.

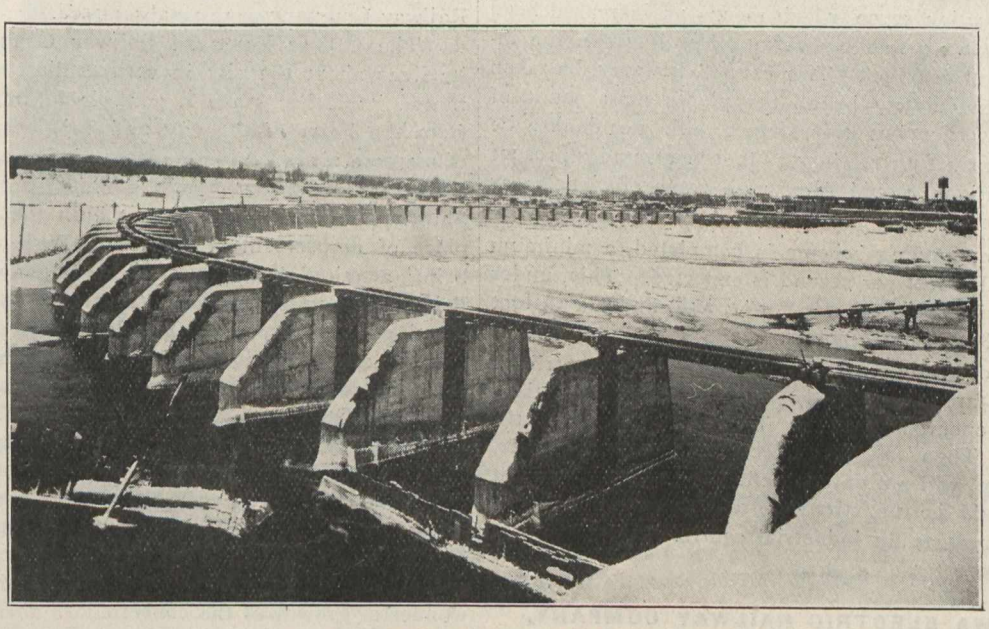
Dam in Low Water of Fall of 1908.

1 : 2 mortar. Expansion joints of tar paper, lead and asphalt were laid every fifth pier.

The stop-log system of regulation, which has attained its greatest efficiency in the Ottawa Valley, was the one unanimously decided on by the Power Owner's Commission,

The 16-inch and 18-inch logs were made up in sets of two, held together by eight ⅞-inch bolts.

The winch for handling these logs was a powerful machine capable of lifting 35 tons. It also was able to force the logs down and had a lateral movement for serving the two



Dam in January, 1909.

consisting of George H. Millen, W. H. Baldwin, William Kennedy, jr., and J. B. McRae, after inspecting the leading dams and power developments in Michigan and Minnesota, U.S., and consulting experts in the use of bear-trap dams, Tainter gates and stony sluices.

checks. It was run by a 50 horse-power D.C. motor operated at 600 volts. A small boiler was also installed and used to thaw out the checks and logs when needed.

The electric current for running the winch was turned on January 12th, 1910, so that from the time the contractors