

not less than 11 inches in diameter at the small end, driven from 6 to 10 feet into the bottom, three in a group at about 12 feet from centre to centre, and one at the middle of each anchor timber, when they exceed 25 feet in length. The caps are to be formed of two pieces, each 6 x 10 inches, arranged about 8 inches apart, and checked obliquely to receive a dovetail formed on the head of the piles, to each of which they will be secured with wrought iron screw bolts $\frac{7}{8}$ ths of an inch diameter, having upset heads and cast iron bevel washers let flush into the outside cap pieces.

Immediately under the caps the anchor timbers will connect, with a dovetail, the outer piles, and be further secured by a through screw bolt of seven-eighths ($\frac{7}{8}$) of an inch diameter; they will bear on the inside pile of the group and the ends extend to the outside of the front cap pieces, and under them a waling timber of white oak 8 x 10 inches is to be fastened to the same or inside piles, with a screw bolt of one and one-eighth ($1\frac{1}{8}$) inch round iron, having upset heads and washers, sunk flush as described for the cap pieces. Where the wall pieces are scarfed they must be secured to the outer piles with screw bolts $\frac{7}{8}$ of an inch diameter, with nuts, heads, etc., as described for the others. At seven (7) feet below the top of the cap pieces, another range of waling 8 x 10 inches is to be put on and fastened throughout with bolts, in like manner as with the upper tier.

The outer ends of the anchor timbers must be let into the banks for such a distance as may be required, and be secured to mud sills or cross timbers.

The fender piles are driven in position on the east side of the canal.

On the west side of the new bridge a road is to be formed across the canal property, made up with material from the excavation, and covered for a depth of 12 inches with an approved class of broken stone, the first six inches in depth to consist of stone broken to cubes of about four inches, and the upper six inches must be broken to such dimensions that every piece in its greatest length could pass through a ring two inches in diameter. The macadamizing to be properly shouldered up and side ditches formed on one or both sides, of such dimensions, and with such bottom inclination as may be required for efficient drainage.

The present swing bridge is to remain undisturbed until the new structure is in full working order, when if so directed the whole of the old bridge is to be removed and everything done to clear out the channel to the required capacity.

Contractors are therefore reminded that the work will have to be done at a time when the water in the Canal is at its usual height, that is to say, both the masonry of the abutments and the fender cribs will have to be taken out by means of a dredge or other machinery, and are therefore to be tendered for by the cubic yard. The rate or price to include the full removal of all mason work of the abutments, the fender cribs, their filling, etc., hauling and depositing the same at such places, within a distance of one thousand feet or more, as may be pointed out; or placing them on spoil ground provided by and at the expense of the contractor.

The removal of the swing or movable part of the structure, together with the rollers, segments, and all the wrought and cast iron connected with it; the waling and all such timbers as do not come under the first head (or rate per cubic yard), are to be embraced in the bulk sum tendered for the removal of the swing bridge, etc. All of which are to remain the property of the Department of Railways and Canals, and must be hauled and deposited on canal property at such places as may be pointed out within a distance of two miles either south or north of where they are now situated.

The lock has been completed with the exception of the coping on the north-west side, which it is thought can be obtained from the old lock, except those pieces at the hollow quoins and recesses.

For removing such of the coping stones on either side of the old lock as are suitable and permitted to be laid as coping on the new lock, the contractor will be allowed for the quantity thus used at the rate of \$3.25 per cubic yard, which rate is to include hauling, mortar, laying, and such backing up as required on the rear side.

The coping at the hollow and recess quoins must be $6\frac{1}{2}$ feet square on top.