

progress of the works at the bulk sum stated in the tender. Until the works are sufficiently advanced to allow the new lock to be brought into use, the contractor will be required to move and replace that part of the boom across the river to admit of vessels entering or leaving the old lock at any time it may be necessary for the purpose of continuing the line of navigation at that place between the Chippewa River and the canal.

Along the outer part of the coping of the retaining wall on either the east or west side of the Aqueduct, as may be directed, there is to be a plain but substantial wrought iron railing about 3 feet 8 inches high; the posts of which are to be of iron 2 inches in diameter, placed 18 inches apart from centre to centre. Every fifth post is to be of iron 2 inches square, with a strut on the inside of a like scantling, welded and riveted to the top of the post.

The foot of all the posts, and also that of the struts, are to be let 9 inches into the coping stone underneath, and their tops are to be riveted into a cap piece 3 inches wide and one inch and a quarter ($1\frac{1}{4}$ "') thick, on the top of which a flat bar two inches and a-half ($2\frac{1}{2}$ "') wide by five-eighths of an inch ($\frac{5}{8}$ "') thick is to be riveted.

The work to be done throughout in a manner similar to that of the railing on the east side of the present Aqueduct.

On top of the retaining wall coping, on the same side of the structure as that on which the railing is placed, a track-way is to be formed of 4-inch white oak plank 9 feet long, under which are to be strips of oak scantling 3 inches wide and one inch and a-half thick, one strip at each end and another in the centre, all of which, but not directly opposite to each other, are at every 10 feet to be left 3 inches apart to allow surface water to escape. On each end of the plank an oak cap piece 6 by 9 inches ($6'' \times 9''$) in lengths of at least 20 feet is to be secured with one and three-eighths of an inch ($1\frac{3}{8}$ "') bolts placed 7 feet apart. The bolts are to pass 8 inches into the coping underneath, and are to have a nut and screw at the upper end; the nut to be countersunk into the caps, and each scarf is to be fastened with two 7-inch pressed spikes.

The bolts for the track-way and the posts of the railing are to be secured with lead, run in around them and well driven down; or they are to be fastened with sulphur and sand as may be directed at the time.

The north-east wing wall of the new Aqueduct will connect with the east side wall of the present lock; and such arrangements are to be made that part of this wall will, if possible, form one side of the dividing wall between the old and new structures, otherwise that the division walls shall be built of part of the stone from the old lock, as may be subsequently determined.

The division walls between the old and new structures and their connection with the wing walls at the south-east end of the Aqueduct are to be of a heavy class of coursed rubble masonry, that is to say, roughly dressed stone in courses laid either dry or in cement mortar; or parts of the walls may be laid dry and other parts in mortar, as may be directed as the works proceed.

The extension of the wing walls on the west side of both north and south ends of the new structures are to be of rubble masonry, formed of a large class of sound and durable stones, properly bonded over and with each other; part of these walls to be laid in mortar and part laid dry, if so directed.

The walls at the south end are to be built to such lines as will form a suitable connection between the wing wall, the slope and inner face of the bank. Those at the north end are to be made to correspond with the line of the retaining walls, and in both cases the faces of the stones are to be hammered or scabbled to such batters as may be required to adapt them to the position they are to occupy in the work.

At the new bridge crossing of the Canal, in continuation of Division street, in the Town of Welland—

Fenders—are to be constructed on the land sides of both the water ways, extending for some distance above and below the bridge, as represented on the general plan for that structure. They are to be formed by means of piles, caps, anchor timbers and wale pieces, all of white oak timber. The piles to be