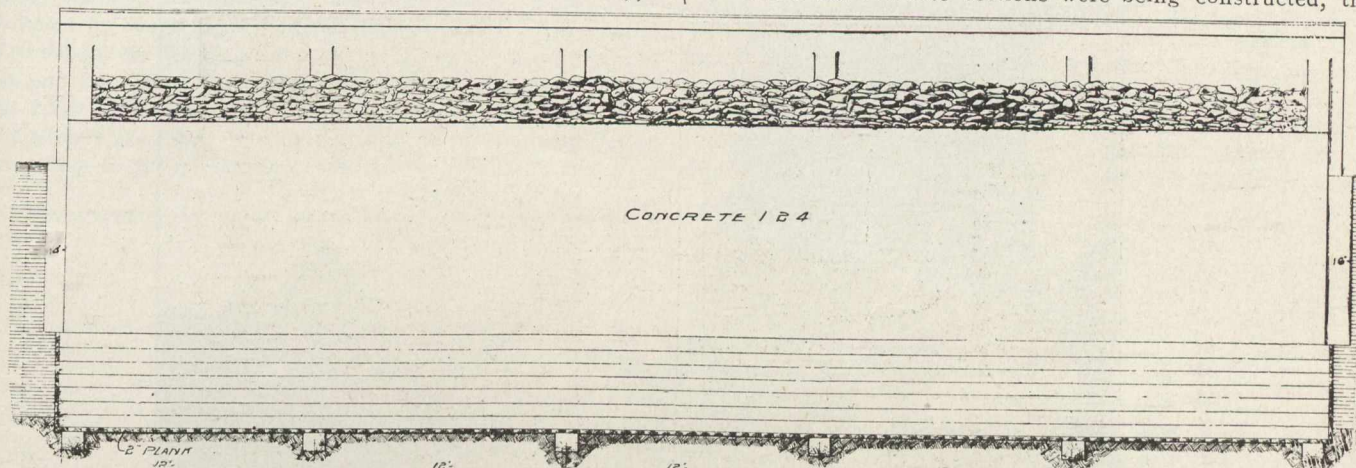


about 4 feet high. This crib is then launched and brought along the dock to a concrete mixer, and in Fig. 1 may be seen a second crib, close to the dock receiving the concrete. The concrete is filled in at a rate of about 2 feet a day, of

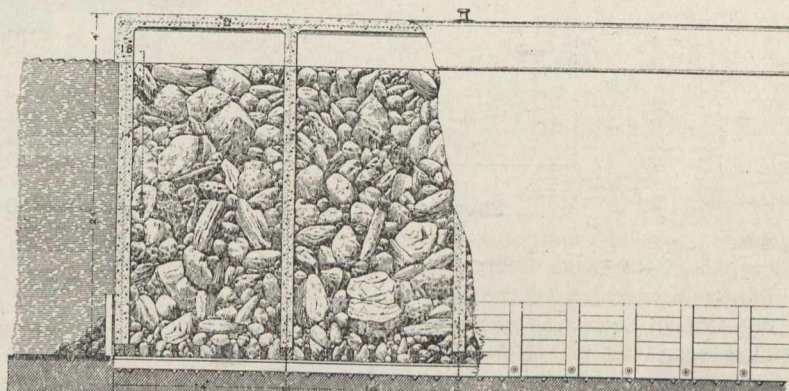
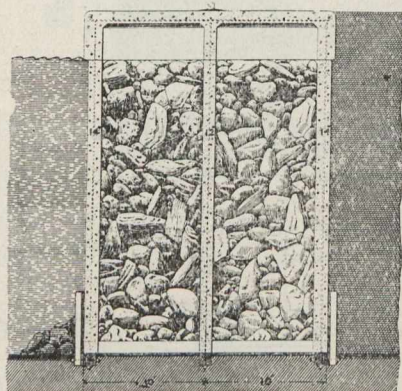
seen the present elevator of the Goderich Elevator and Transit Co. It is easterly from this building that the new dock is being constructed.

While the concrete sections were being constructed, the



1:2:4 mixture. This is allowed to remain for twenty-four hours, when another 2 feet is added. No difficulty was experienced in securing water-tight walls. The weight of the concrete walls sinking the pontoon, when the pontoon,

lake bottom was being levelled to receive them. The sections were then floated into position, lined and filled with water, when they sunk gradually into position. They were partly filled with sand and gravel and were then ready to



which is about 20 feet deep, is completed, it is about 6 feet out of water.

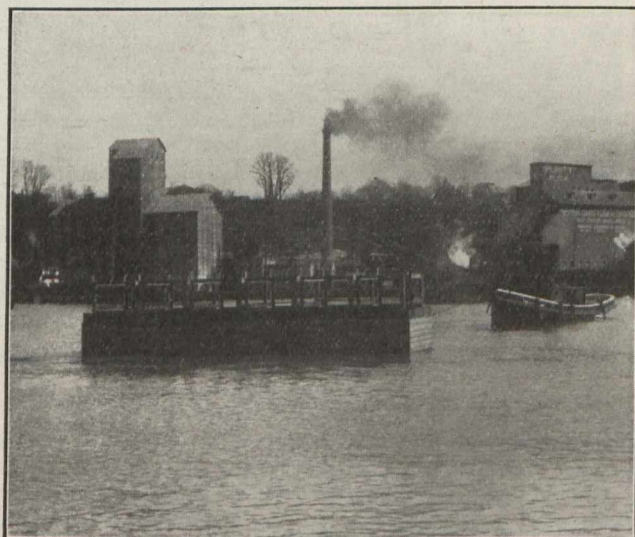
Fig. 2 shows the crib work being floated to the dock to receive concrete.

receive the piling, which will be driven through the wooden pontoon bottoms, to the solid rock on which the sections rest; after the piling is driven, the compartments will be completely filled with sand and gravel, to give weight and stability to the dock. This timely experiment will be watched with considerable interest by engineers interested in river, lake and harbor improvement. Mr. J. H. Tromhauser is to be congratulated upon the completion and design, to which he has given much attention.

WINDSOR STATION EXTENSION, MONTREAL, P.Q.

The new addition to the present Windsor Station of the Canadian Pacific Railway, and on which the work is proceeding rapidly, covers a territory equal to if not larger than the existing station, and testifies to Montreal's ever-increasing growth. The foundations for the train-shed and the station proper, consisting of 245 circular piers, were completed the latter part of March, and those for the viaduct, namely, over 50 piers, will be finished about the first of June. This is particularly noteworthy because of the work receiving a severe setback in the beginning.

The first contractor, not realizing the magnitude of the work, nor its numerous difficulties, opened up many excavations for the piers, but after struggling on for about two months finally gave up the job. This disturbance of the ground at the pier sites over a large area of the lot added greatly to the difficulty of the succeeding contractors.



Completed Forms Launched.

Fig. 3 shows concrete sections floating, ready to be sunk in position. In Fig. 2, to the left of the picture, may be