

The bottoming of the channel through the rock-cut, north of Port Colborne lock, to Ramey's Bend—the waste weir at the junction—the removal of some piles projecting above the canal bottom.

The progress made towards raising the embankments on section No. 22, between the Aqueduct and Junction, is satisfactory. The principal work remaining to be done, is the facing of it with stone and gravel, to protect it from wearing away by the action of the water.

The arrangement and progress made towards the removal of the rock standing above the canal bottom, north of Ramey's Bend, during the suspension of the navigation last winter, resulted in failure.

The contractor for it, Mr. John Brown, proceeded with putting in the dams, preparatory to unwatering the rock. But this work proved much more tedious than was calculated upon. For some length of time after the dams were got above the water, they continued to settle away from day to day, requiring much longer time, and more materials in their formation, than was anticipated. After being raised a good height above the water, they were far from being completed.

As the space between them was being unwatered, they continued to settle, so that further raising of them was necessary.

Ultimately as the water was being lowered in the pit, the slopes of the banks, on each side of the canal, slipped in towards the channel, with indications of further settlement as the pit was unwatered. The contractor, not being prepared to execute so much additional work in so short a time before the opening of navigation, and as the spring was near at hand, considered further efforts useless, consequently, he discontinued operations, and proceeded with the removal of sufficient of the dams, to enable vessels to pass on the appointed day for opening the canal.

Towards the completion of this level, this work remains to be done, together with the removal of slides from the "Deep Cut", and other deposits from the canal bottom, as reported to you in my letter, No. 7570, of the 20th February, 1869; the securing of the float bridges above and below Port Robinson; preparing boom timbers in the rock cut, to protect vessels from being injured by the projecting rock, after the water is lowered; and facing the canal banks with gravel, to protect them from being worn away by the action of the water.

The probable cost of these works may be \$82,000.00.

The other new works completed during the year, are the dredging between the piers at Port Dalhousie, and offices for the collectors at Port Robinson, and Dunnville.

The rebuilding of the superstructure of the west pier at port Dalhousie, is in a forward state. What remains to be done to complete it, is the getting in some stone filling, planking, and putting on some protection timbers, with snubbing posts.

The work of extension of the basin at port Colborne was proceeded with until the winter closed further operations. The work remaining to be done to complete it, is the removal of some two to three feet of the bottom excavation, and putting in the protection walls.

Since the 1st of July, 1869, authority has been received for proceeding with the following works, viz :

To have "certain works done on, and shoals removed from, the summit level of the "Welland Canal, so that the water can be lowered to that of Lake Erie. The amount "at present authorised is \$30,000;" and the rebuilding of the superstructure of the east pier at Port Dalhousie, authorising for the execution of this work the sum of \$21,000, its estimated cost.

That authorised for the former being only part of the estimated cost, viz., the sum of \$82,000, set down for the completion of the works of the Lake Erie level.

Repairs.

The canal repairs consist of the repairs, or replacing of such structures as have been carried away by vessels, or the renewal in whole or part of those that have become unfit for further use, by decay; raising and facing the embankments with stone and gravel, to