

The new Aqueduct will be placed on the west or up stream side of the present structure, and at a distance of from 75 to 80 feet from it. The southern connecting wall between the old and new Aqueducts and a small part of the south-east end of the retaining wall have been constructed, as may be seen on an examination.

The channel way to the south and north of the Aqueduct has been, for the most part, already widened on the west side, and the position of the respective structures made to correspond generally with the lines shown in red on the general plan exhibited.

The Department of Railways and Canals, however, reserves to itself the right of changing the whole or any part of the line to such an extent as will admit of widening the channel further on either one side or the other, or of increasing the width on both sides as may be subsequently determined; also of altering the position of any or all of the incomplete structures 100 feet or more, either to the right or left, or of placing any one or all of them 500 feet or more either upward or downward from the place indicated on the general plan exhibited, or in such other position as may be considered most advantageous for the purpose contemplated.

These changes, it is to be clearly and distinctly understood, may be made either before the operations are commenced or during their progress, without giving cause for any increase or diminution in the prices tendered for the respective items of work.

The principal part of the excavation remaining to be done for the widening and deepening of the channel will be clay, but part of it, especially the north end of the section, is of a hard nature, consisting of indurated clay, gravel and stone firmly cemented together.

All the side slopes in cuttings, as well as those of the banks, are to be made two horizontal to one vertical, except where they are to be faced with stone or are connected with walls of masonry, when for such a distance as may be required, they may be made one-half horizontal to one vertical, or to any other angle between the least and greatest of these two slopes that may be directed.

The material excavated on the north side of the Chippawa River for the widening and deepening of the Canal, the foundation for the north end of the Aqueduct and approaches to it, as well as the approach to the lock, whether over the water surface or under it, with the exception of what is required for embankment on the south or on the north sides of the river, must be hauled, transported and disposed of at such places on either the east or west bank of the Canal as may be directed within a distance of two miles along the Canal, either to the south or to the north of where the material has been removed.

Parties who tender for the work are expected to examine carefully the spoil ground above mentioned, in order to ascertain what has to be done, as the contractor must find, at his own cost and expense, the means of transporting, handling, elevating and depositing the material at the place or places directed, and at such a distance back from the eastern or western water line of the Canal, and in the manner described for the spoil banks at other places.

It is, however, to be distinctly understood that the arrangements for disposing of the material excavated must be such as not, in any way or shape, to interfere with the free and uninterrupted towage of vessels.

In widening and deepening that part of the channel between the south end of the Aqueduct and the south end of the section, the material still remaining to be removed, as well as that from the southern part of the site of the Aqueduct, may be partly spoiled in the old, original canal, which is to be filled up to the level of the adjoining ground, and the balance of the excavation must be spoiled at such places within the distance mentioned and in the manner stated for the excavation north of the Aqueduct.

*Towing Path.*—The works throughout must be carried on in such a manner that the present towing path shall not be in any way interrupted, or any part of it interfered with during the season of navigation, unless a new and convenient trackway be formed at that place, or other approved arrangements be made by the contractor, at his own cost and expense, to enable the towing service along that part of the canal to be satisfactorily performed. It is to be continuous, on both sides of the canal,