

DIVISION No. 2, FROM LOCK No. 20 TO THE JUNCTION.

The locks have been generally cleaned and the gates repaired.

Waste weirs repaired.

The canal property has been partially fenced in.

New swing bridges have been built at Hursts above Thorold and at Welland.

One new house for lock-master and store-house has been built at lock No. 22.

13 lock shanties have been rebuilt. (Appendix 6, page 47.)

DIVISION No. 3, FROM JUNCTION TO PORT COLBORNE $7\frac{1}{4}$ MILES.

$\frac{1}{2}$ mile of floats by rock cut Port Colborne repaired.

The scows and ferry boat at Port Colborne repaired. 2 bridges have been replanked, the pier and breakwater repaired.

DUNVILLE DIVISION. THE FEEDER FROM JUNCTION TO DUNVILLE AND PORT MAITLAND BRANCH, $22\frac{3}{4}$ MILES.

Sundry additions and repairs to lock-tenders' houses. (Appendix 6, page 47.)

A swing bridge with approaches has been built at Stromness.

Other bridges have been repaired.

The lock at Dunville has been repaired.

Additions have been made to lock-tender's house.

The west pier at Port Maitland, under contract for renewal of superstructure is nearly completed.

More repairs were required on the canal than has been usual, owing to the severe frost of last winter and damages from freshets in the spring.

8 new gates are available for use.

The water of the season of 1874 after July remained at a very low level and so continued during the ensuing winter.

The water supply from the Grand River feeder is found year by year to be less reliable.

(Appendix 6, pages 46, 48.)

NEW WORKS.

The works, for the enlarged navigation are established on the basis of the locks being 270 feet in length between the gates and 45 feet in width. All structures on the summit level and at the outlet of Port Dalhousie to have a depth of 14 feet in view of ultimately deepening the canal to that depth.

For the present, the prism of the canal will have 100 feet at bottom with slopes generally of 2 to 1, having a sectional area of 1638 square feet throughout in cutting.