

The material above water has been removed, and the dredging also, down to within a varying depth of two to four feet of the bottom, except for a short distance at the north end of section 31, and near the south end of section 32, where the full depth has been obtained.

This bottom material is now being removed in scows to a clam shell derrick on the west bank of the canal and put to spoil in rear of the existing spoil bank.

A back ditch has also been formed from end to end of the contract on the west side of the canal.

The removal of Lyons Creek culvert which is situated on section 31, is not included in the present contract.

When this culvert is rebuilt, to suit the increased depth of water, it will be desirable to increase the size, which at certain seasons is insufficient.

From the south end of section 32 to the north end of section 36, the distance is 12,685 feet, on which the works for the enlargement are not yet under contract.

If the line of the present canal is followed, there will be an aggregate length of 6,900 feet of rock cutting to be enlarged, one railway and two canal swing bridges to be rebuilt, a supply weir and a quantity of slope wall to be built, and the works in connection with the double guard lock which the location of that structure will determine.

SECTION 36.

Mr. C. F. Dunbar, Contractor. Work was commenced on this contract in August 1875, and has been continued without interruption, except during the winter season.

In the autumn of 1875, the new docking at the south end of the basin was partly put in, a portion of the old east pier was removed, a dredge and scows were engaged in deepening the basin and entrance, where the material was capable of being dredged, and a drill scow with two steam drills, commenced the removal of the rock under water, working outside when the weather was calm, and near the entrance to the Lock when rough.

Nitro-Glycerine the explosive used, shattered the rock sufficiently to admit of its being dredged and carried away in ordinary pocket scows to the dumping ground east of Port Colborne harbor.

This season a new drill scow has been built at Port Colborne, and during the day both drill scows have been working, and the new one in the night also.

From the north end of the section to the Ferry recess, the deepening of the basin is about half completed, including the removal of all the rock near the entrance to the Lock; except some points which are not yet down to the required depth.

Those parts of the basin where dredging has been done, are as a rule down to bottom, and in front of the elevator the required depth has been reached.

From the Ferry recess southwards for two hundred feet, very little has been removed from between the piers, thence southward to the end of the east pier, the entire distance has been dredged over, bottom being made in some places, and not reached by a foot or more in others.

Rock crops out in the bottom, between the points last mentioned, and for three hundred and fifty feet of this distance a cut, averaging forty feet in width has been made through the rock on the west side of the channel, and taken down to bottom.

At two hundred feet south from the point of the east pier the rock is again met with, and from this point southwards, for a distance of one hundred and thirty feet, a cut of an average width of fifty feet, and generally down to bottom has been excavated through the rock on the west side of the channel.

The excavation in the rock commences again about fifty feet north of the range light, and extends southwards six hundred feet, for which distance the cut ranging in width from forty to one hundred feet, and of the required depth, has been made on the west side of the channel.