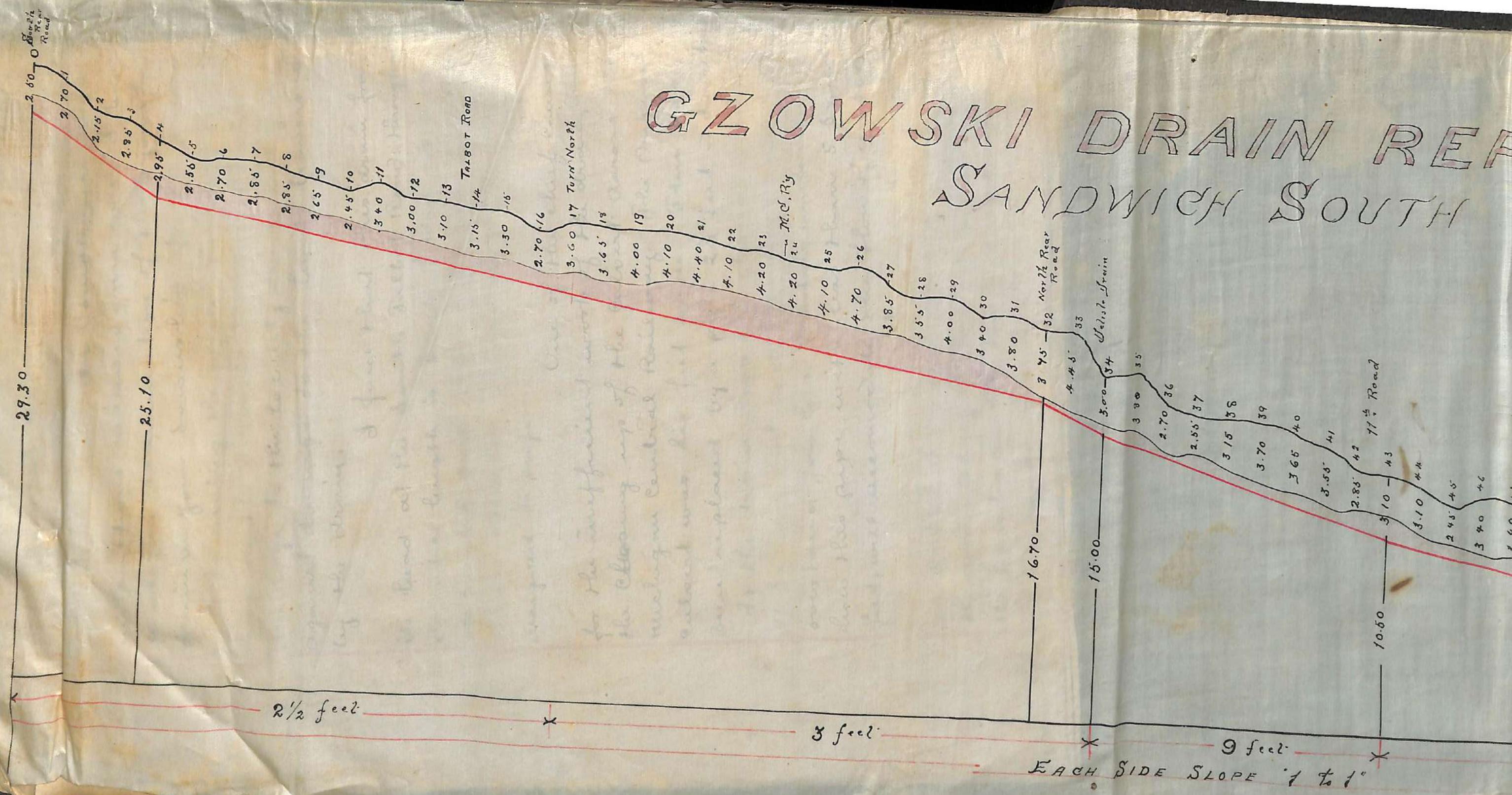


GZOWSKI DRAIN REEF SANDWICH SOUTH



for the improvement of the drainage of the land at the head of the drainage ditch... the closing up of the drainage ditch... which was placed by the... the drainage ditch... the drainage ditch... the drainage ditch...

RAIN REPAIRS

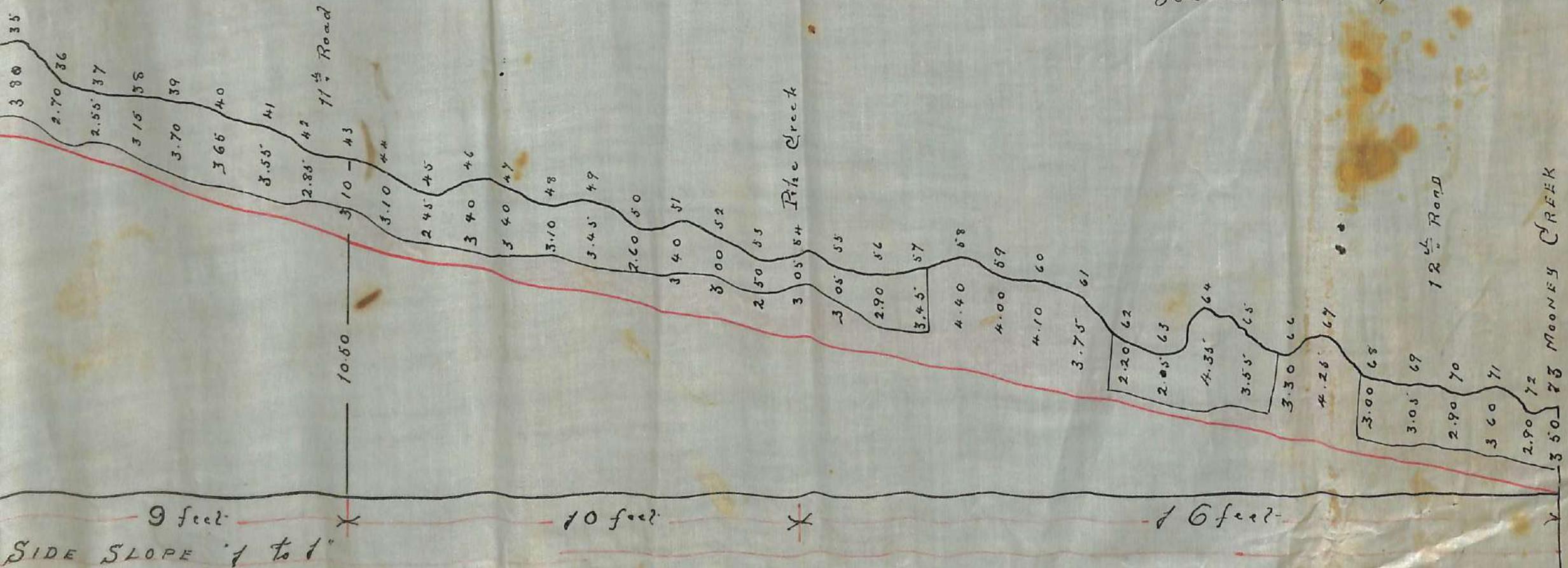
NICH SOUTH

Windsor

August 31st 1895

A. J. Halford

Township Engineer



To the Municipal Council of
the Township of Sandwich South
in Council assembled.

Gentlemen;

In Compliance with
instructions received from you. I have
made an examination of the Ingowick
drain in your Township for the purpose
of determining the work necessary to be
done on the drain, to provide efficient
drainage to the locality drain. and guard
against damage to the lands traversed
by the drain.

I find that this drain from
its head at the South Talbot Road. throughout
its entire length, is badly filled up and
obstructed and does not provide for the
lands affected, the drainage it was
designed to perform.

One of the chief causes
for the inefficient work of the drain, is
the closing up of the Culvert across the
Wichigan Central Railway. The Original
Culvert was six feet wide. This has
been replaced by a pipe $2\frac{1}{2}$ feet in diameter.
As the drain has a sectional area of
21 square feet and has been repeatedly
overtaxed. You can readily understand
how this pipe, with less than 5 square
feet, will accommodate the flow of water.

In order to reach
an outlet I find it necessary to continue
the drain along the course of Pike Creek, to
its junction with the Mooney Creek.

plans and specifications:

My Estimate
of the cost of this work, as described is \$1639⁰⁰.
which amount I have charged against
the lands and Roads in the Township
of Sandwich South as shown and set
forth in the annexed Schedule of Assessments

Accompanying are
plans, specifications, estimates of
the work, with Schedules of Assessments
showing the amount charged against
each lot part of lot and the Roads to be
affected by this drain: where the drain
meets and leaves the Talbot Road, I would recommend
that dams be built on the East side to prevent the
water flowing East.

Respectfully Submitting the above

I Am yours Obediently

A. J. Hartford.
Township Engineer

Specifications of the Gyowski drain repairs:

This drain begins at the ditch on the north side of the South Talbot Road, and extends along the old course of the Gyowski drain to Pike Creek thence along Pike Creek to the Mooney Creek, a total distance of 1450 rods.

All short cuts in the creek are to be reduced as ordered by the Commissioners and new cuts made as ordered.

On Talbot Road, the excavated earth shall all be removed from the Road allowance and the Contractor shall at his own expense provide a place for its disposal.

Where the new cuts are to be made the old creek shall be filled up where the drains are not more than 6 rods apart, and when more than 6 rods apart the dirt shall all be placed on the side adjacent the old creek.

In all other places the dirt may be spread on either or both sides on a space of from 10 to 50 feet in width as the Commissioners may direct. All hollow places within this space shall be filled up. All logs brush and rubbish shall be removed from a space 4 rods in width on each side of the creek and shall be burnt by the Contractor.

(Mc Bannister)

Estimate
of Cost of Work of Repairing
The Gzowski drain
in Sandwich South

From Stake 0 to 14 = 280 rods @ 30 ^{cts}	84 00	
" " 14 to 17 = 60 " @ 50	30 00	
" " 17 to 54 = 440 " @ 70	518 00	
" " 54 to 73 = 390 " @ 75 ^{cts}	682 00	\$1314 00

New Bridge on North Rear Road	85 00	
Repairs on 11 th & 12 th bridges	30 00	115 00

Total work. \$1429 00

Court of Revision	18 00
Publishing By Law	35 00
Survey Plans &c	61 00
Extra for clerk	25 00
Commissioners fees.	71 00

Total cost ~~1589 00~~
\$1639 00

Hundred
August 31st
1896

A J Halford
C. E.

Schedule of Lands and Roads
in the Township of Sandwich South
Assessed for the Construction of the
Repairs on the Bygonville Drain

Concession	Lot Assessed	Acres	Value or Benefit	Outlet Liability	Total	Owners.
S.T.R.	SW 1/4	296 50		12 00		Wm. H. Halford.
	SE 1/4	296 50	20 00	15 00		do
	N 1/2	297 100	40 00	30 00		do
	N pt. SE 1/2	297 85	30 00	25 00		John Halford.
	N W pt	296 37 1/2	10 00	9 00		R. Jemson
	N pt SE 1/4	298 30		9 00		P. O. Connell
	N E pt	298 75		22 00		J. H. Hognahan
	N W 1/8	298 25		7 00		R. H. Carthy
	N E pt	296 62 1/2		15 00		H. Jemson
	N W 1/4	295 50		12 00		E. Jemson
	N E 1/4	295 50		12 00		S. Fitzpatrick
	S W 1/4	295 50		12 00		Garboe
	SE 1/4	295 50		12 00		J. Delisle
	S pt	294 41		10 00		J. B. Delisle
	N pt SE 1/2	294 61		15 00		Savoie
	N W 1/4	294 50		12 00		H. Collins
	S pt NE 1/4	294 44		11 00		J. Collins
	N pt NE 1/4	294 10		2 00		divided
	N 1/2	293 95		19 00		J. Collins
	S 1/2	296 100		20 00		H. P.
	S 1/2	292 100		20 00		do
	S 1/2	291 95		19 00		Greaves
	9000	290 20		4 00		Greenway
	N W 1/4	292 47 1/2		9 00		Wm. O. Connell
	N E 1/4	292 45		9 00		J. Delisle
	N pt	291 25		5 00		R. Little

144

100 00 347 00

Con.	Lot	Acres	Benefit	Outlet	Total	Owners.
12 th	Lot 1	113		22 00		D. Bannon
	W pt	2 13		3 00		John Guineas
	N E pt	2 50		10 00		Do
	S E pt	2 50		10 00		Jas Guineas.
	Gore	3 40		8 00		J. Guineas
11 th	N E pt	2 50		10 00		N.P.
	N W pt	2 20		4 00		Howsen
	M W pt	2 20		4 00		Butts
	S W pt	3 25		5 00		N. Faro
	M W pt	3 25		5 00		P. Faro
	N W pt	3 50		10 00		John Faro
	E pt	3 74 5 1/2		10 00		P. Faro
	E pt	4 10		2 00		John Faro
	M pt	4 27		5 00		N. Faro.
10 th	N W 1/4	3 50		10 00		Jos. Faro
	S W 1/4	3 50		10 00		Geo. Faro & Jos.
	S E 1/8	3 25		5 00		Law. Farough.
	N E 1/4	3 50		10 00		Jas. Selick & Jos. Faro
	M pt E 1/2	3 25		5 00		Chas. Faro.
	E pt	4 7 5 148		30 00		Geo. & Thos. Collins
	W pt	4 7 5 70		14 00		Wm. Cambell.
9 th	N pt M 1/3	3 15		3 00		M. Sullivan
	N 1/3	3 30		6 00		Cameron
	S pt E 1/4	4 30		6 00		J. Sullivan
	N E pt	4 60		12 00		M. Sullivan
	E pt	5 40		9 00		Lynch
	E pt W 1/2	5 40		8 00		O. Connell-
N.S.R.	W pt	292 25		5 00		C. Little
	S E pt	293 9		2 00		Do
	N pt	293 70		14 00		P. Mc Hally
	Pt	293 20		5 00		church
	Pt	293 2 1/2		1 00		Collins

	Benefit	Outlet
On Michigan Central Railway	10 00	8 00
On Falbot Gravel Road.	10 00	8 00

Total on Land. \$327 00 \$993 00

On Township for benefit to the following Roads.

South Falbot Road.	} 269 00 00
North Falbot Road.	
12 th Line	
11 th Line	
10 th Line	
Malden Road.	

Con	Lot	Area	Benefit	Outlet	Total	Owners.
N.T.R	S pt 294	6		3 00		Divided
	S W pt 294	3		1 00		Moran
	N pt S 1/2 294	88		17 00		J. McAuliffe
	S E pt 295	2		1 00		Our bro
	S E 1/4 295	45		11 00		S. McCann
	S W 1/4 295	45		11 00		Totten
	N 1/2 294	100		20 00		P. Greenway
	S E 1/4 295	50		12 00		Lennon
	N W 1/4 295	50		12 00		Totten
	S E pt 296	66		16 00		Totten
	S W pt 296	28		7 00		Barnett
	E 1/4 297	48 1/2		12 00		McAuliffe
	E 1/2 W 1/2 297	48 1/2	20	13 00		Mr. Harford
	W 1/2 E 1/2 297	48 1/2	10	13 00		P. Lennon
	N pt E 1/4 297	25		6 00		J. Lennon
	N E pt 298	15		4 00		J. Sullivan
10 1/4		9 35	10	8 00		Mr. Leach
	E 1/2	10 100	20	22 00		Mr. McCann
	S E 1/4	11 50		11 00		P. Ferry
11 1/4		9 113		23 00		Totten
	W 1/2	10 100	2	22 00		McDonald
	E pt	10 66		14 00		Pare
	S W pt	11 75	15	17 00		Arnold
	N W pt	11 25	5	5 00		McManara
	E pt	11 64		14 00		Cameron
	W pt	12 66	10	13 00		C. Harshbarger
	S E pt	12 50	25	10 00		R. Moran
	N E pt	12 50	25	10 00		Trine
	W pt	13 60	35	12 00		E. Hooney
	E pt N W pt 15	20	10	4 00		St. Louis
	S E pt	14 30	15	6 00		E. Dunn
	N E pt	14 20	10	3 00		D. Wocher
	W E pt	14 15	5	2 00		Goppett
12 1/4	S E pt 15	25	10	2 00		Arnold

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