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On a Report, dated 20th May 1882 from the Minister of Railways and Canals, stating that in pursuance of a Vote of Parliament passed in the Session of 1880-81 towards the execution of works involved in the construction of a Canal across the isthmus dividing the waters of the Bay of Quinte from Lake Ontario, instructions were given to the Chief Engineer of Government Canals to the end that a survey and estimate might be made by a competent Engineer for the determination of the most feasible line and terminal point on Lake Ontario for such a Canal.

That

Copy with papers to Min. of Railways & Canals 30 May 1882.
" " Min. of Finance
Ext. " Executive Government

That such survey and comparative Estimate have been duly made and submitted by Mr. Thomas Rubridge C. E. in a communication dated the 1st of February last.

That from such report it appears that of the points examined with a view to their adaptability as a port of entrance from Lake Ontario, specifically the points known respectively as Weller's Bay and Presquile, Presquile is by far the most commodious and best harbor on the Coast, having excellent anchorage and enabling a large number of vessels to lie land-locked, secure from all

winds

windo - further, that the route having this harbor as its western terminus is the one best adapted to the requirements of an extended river navigation.

That the total length of the Canal proper via Mellers Bay is 4 miles, 660 feet, while the length via Presquile is 6 miles, 660 feet, or a difference in favor of Mellers Bay in point of length of 2 miles, this difference is not however held to be of weight inasmuch as the excess by the Presquile route lies through the land-locked harbor of that place.

That the cost of the two several routes is estimated as follows, the calculations being based

based on a Scheme for a Canal of a depth of 11 feet at lowest water and without locks, dredging included —

| | Presqu'ile | Weller's Bay |
|---|---|---|
| 150 feet wide at bottom | $974.000. | $1.472.000. |
| 100. , , , , | 792.000. | 1.302.000. |
| 80 , . . , | 721.000. | 1.229.000 |

That with reference to the route via Weller's Bay it appears to be a fact from the evidence obtained that the channel across the bar at that place is of a shifting character and that its position or direction is not to be depended on after a storm - also that while the harbor affords good holding ground and deep water it gives no shelter from the heavy sea rolling in from the Lake before South westerly or

Westerly

westerly gales

The Minister therefore recommends that authority be given for the adoption of the route having its western terminal point at Presqu'ile and for the commencement of the works contemplated in the special vote of $200.000. for the Murray Canal. the width to be 80 feet at bottom and the cost of such Canal being estimated at $721.000.

The Committee concur in the foregoing report and recommendations of the Minister of Railways and Canals and submit the same for Your Excellency's approval.

A. W. McLelan

appd 23rd May 1882

Tupper