Acceptance of Route

Transcription

1081 35

On a Report date 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 such survey and comparative estimate have been duly made and submitted by Mr. Thomas Rubidge 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 Presqu'ile, Presqu'ile is by far the most commodious and best harbor on the Coast, having excellent anchorage and enabling a large number of vessels to be land-locked, secure from all winds – further, that the route having this harbor as its western terminus is the one best adapted to the requirement of an extended river navigation.

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

That the cost of the two several routes estimated as follows, the calculations being based on a Scheme for a Canal of a depth of 11 feet at lowest water and without locks, dredging included ---

Feet Wide at Bottom	Presqu'ile	Weller's Bay
150	$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 up 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 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.

Signed: A. W. McLelan

Approved 23rd May 1882

7

5 digital object(s)

[Murray Canal - Min R. and C. [Minister of Railways and Canals], 1882/05/20, rec [recommends] adoption of route having its western terminal point at Presqu'ile and for works contemplated in vote of $20 0,000, width 80 feet at bottom]

Order in Council number: 1882-1081
Date introduced: 1882-05-20
Date considered: 1882-05-20
Date approved: 1882-05-23
Reference: RG2, Privy Council Office, Series A-1-a. For Order in Council see volume 415, Reel C-3338 Access Code 90
Found in: Archives / Orders-in-Council

Library and Archives Canada online search June 25 2022

Library and Archives Canada, RG2, Privy Council Office, Series A-1-a, Volume 415, Microfilm Reel C-3338, Access Code 90. Digital copied obtained from online search June 25 2022.

Murray Canal - Min R. and C. [Minister of Railways and Canals], 1882/05/20, rec [recommends] adoption of route having its western terminal point at Presqu'ile and for works contemplated in vote of $200,000, width 80 feet at bottom (bac-lac.gc.ca)

https://recherche-collection-search.bac-lac.gc.ca/eng/home/record?app=ordincou&IdNumber=20991&q=Order%20in%20Council%201882-1081