Annual Report Ministry of Railways and Canals

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Annual Report of the Minister of Railways and Canals for the Fiscal Year ...

By Canada. Dept. of Railways and Canals

Reference

Ministry of Railways and Canals Annual Report for the past Fiscal Year from July 1, 1882 to June 30, 1883, printed by order of the House of Commons, Ottawa, 1884, pg. 138.

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Murray Canal

UPPER ST. LAWRENCE RIVER.

Murray Canal

Connects the Bay of Quinté, the natural head of river navigation, with the harbour of Presqu'ile on Lake Ontario. It is situated in the County of Northumberland, about seventy-five miles west of Kingston, and 120 miles from Port Dalhousie, the entrance to the Welland Canal.

The works extend over a distance of nine and a half miles, of which fully six miles, representing the canal proper—a through cut across the Isthmus of Murray, four and a quarter miles in length, and entrances thereto—are located on a perfectly straight line, extending from the navigable channel off twelve O'clock Point in the Bay of Quinté, to deep water in Presqu'ile Harbor, near the wharf.

Thence to the open lake, off the lighthouse on Presqu'ile Peninsula, about three and a half miles, some detached stretches of submarine excavation occur on the surrounding shoals, of which, that crossing the middle ground is the most important, and is intended to form the new entrance to the harbor.

The work of excavating the channel continues to be performed wholly by dredging. and has now been carried over the entire extent of the canal proper, *i.e.*, from the Bay of Quinté to Presqu'ile Harbor. The progress made has been uniform, and in every way satisfactory; seven powerful dredges having been constantly employed, throughout the season, and are stationed as follows, viz.:—

"Central City" at the Bay of Quinté entrance; "St Charles" and "Ontario in Dead Creek Marsh, Faugh-a-Ballagh and "Wolverine" at Gould's Clearing and the "Goliath" and "John Page" in Presqu'ile Harbor.

The nature of the excavation agrees generally with the information obtained on the location survey, as reprsented to intending contractors.

The culverts or inlets for diverting Dead Creek, have been constructed; and all the cribs for the Bay of Quinté entrance piers have been framed, and are intended to be sunk this season.

The masonry and cribwork of the Trenton Road Bridge, which was built to high water level last season, and of the Central Ontario Railway Bridge, commenced in June last, have both been completed, and are ready for the superstructure. On the 1st of July, by arrangement with the railway authorities, the track was temporarily deflected to the west of the bridge pit, to admit of construction being proceeded with more expeditiously, it being understood that no unnecessary delay would take place in providing the superstructure and restoring the original alignment.

The contract was entered into with Messrs. J. D. Silcox & Co., on the 24th August, 1882, to be completed 1st July, 1885.

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DOMINION OF CANADA.

ANNUAL REPORT

OF THE

MINISTER

OF

RAILWAYS AND CANALS

FOR THE PAST

FISCAL YEAR FROM 1ST JULY, 1882, TO 30TH JUNE,

1883

ON THE WORKS UNDER HIS CONTROL.

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE ACT THIRTY-FIRST VICTORIA, CHAPTER TWELVE, SECTION NINETEEN, AS AMENDED BY THE ACT FORTY-SECOND VICTORIA, CHAPTER SEVEN.

PRINTED BY ORDER OF THE HOUSE OF COMMONS.

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