

A- Cobourg-Harbour  
(05-13)

38 Victoria.

Sessional Papers (No. 7.)

A. 1875.

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# GENERAL REPORT

ON THE

## MINISTER OF PUBLIC WORKS,

FOR THE

FISCAL YEAR ENDING 30th JUNE,

### 1874.

FURNISHED IN COMPLIANCE WITH THE PROVISIONS OF THE ACT THIRTY  
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1875.



## BELLEVILLE.

Belleville is an important town on the Bay of Quinté, forty-eight miles from Kingston, and 113 miles from Toronto.

Its harbor, naturally shallow, has been much filled by the sawdust and slabs brought down from the Upper Moira.

Dredging was carried on during the season of 1873 and June of the present year, to obtain a depth of nine feet.

The harbor is greatly improved, but still imperfect. (Appendix 14, page 58.)

## PICTON.

This town on the Bay of Quinté, is about forty miles from Kingston. It is the commercial centre of the rich farming district of Prince Edward.

An appropriation of \$6,000 has been made to obtain a depth of nine feet in the harbor.

Dredging operations will be carried on in the ensuing season. (Appendix 14, page 58.)

## PRESQU'ILE.

This harbor is situated on the north shore of Lake Ontario, about seventy-eight miles above Kingston. The channel at its entrance has been dredged out.

A channel has been completed through the middle ground, having a width varying from 220 to 160 feet, and a depth of twelve feet at the stage of water in September, 1874.

This work was commenced in 1872.

The examination made this year of the work, suggests that the channel is not in danger of being silted up.

The Engineer-in-Chief recommends that no additional expenditure be made until the action of the Lake be determined.

## COBOURG.

Is situated on Lake Ontario, seventy-two miles east of Toronto. A plan has been agreed upon for the extension of the harbor, two-thirds of the cost to be borne by the Department, and one-third by the Harbor Commissioners. 1873

The contract for the work was awarded in September, 1873, but owing to the unsatisfactory mode in which the contractors took up the work, no arrangement of any kind being made to carry it on, they were relieved of their obligations, and the work awarded to the contractors next lowest in the list of tenders.

The work has consequently been delayed one year. (Appendix 15, page 59.)



(Appendix no 15)

The class of vessels which frequent these waters is not of great draught. They do not ascend the northern lakes, and the navigation named, 9 feet, may be said to satisfy every interest.

An appropriation of \$6,000 has been voted by Parliament, in accordance with the estimate made. Dredging operations will be carried on during the working season of 1874.

*Cobourg.*

A survey of this harbor was made with a view of determining the appropriateness of a plan for its extension, submitted to the Government by the Harbor Commissioners.

It was finally determined for the present to construct a pier 1,500 feet long and 30 feet wide, from the foot of Hibernia Street. It was agreed that one-third of the cost should be borne by the Commissioners of the Harbor and two-thirds by the Government. At the same time the former passed a resolution, calling on the Department to assume the whole control and management of the works. In conformity with this understanding, tenders were called for by the Department, and the contract awarded to Messrs. Baker and Sutton, of Montreal, bearing date 23rd September 1873. The proceedings of these contractors were most unsatisfactory. No preparation of any kind was made at the beginning of the present working season, and no arrangements had been entered into for the work to be efficiently prosecuted. Consequently, these contractors were relieved of their engagements, and the work has since been awarded to Messrs. Row and Koyle, the next lowest on the list of tenders. This firm will commence operations as soon as possible, but, from the difficulty of obtaining material, the work cannot be begun till 1875. Thus the completion of the work has been delayed for a year.

*Port Hope.*

The harbor of Port Hope was surveyed to determine the extent and position of a shoal at its entrance, called the "Sand Bar," and also to lay down some plan of protection against the prevalent south and south-west winds.

Port Hope, being mid-distant on Lake Ontario, is not unfrequently sought as a refuge in tempestuous weather.

It is proposed to dredge the site of the shoal in order to obtain a depth of 13 feet, and to prolong the two piers each 150 feet. Should it then be found that the necessary protection is not yet obtained, the western pier can be lengthened 100 feet additional.

These works are estimated to cost \$20,000, which amount was included in the appropriation of last year.

Tenders will be called for during the season, in sufficient time for the Contractor to make arrangements to get out the material during winter.

LAKE ERIE.

*Port Stanley.*

Port Stanley is about 86 miles from the entrance of the Welland Canal, 112 miles from Buffalo, 100 miles from Erie, and 85 miles from Cleveland. It is connected by Railway with the Great Western.

This harbor was examined with a view to determine a remedy for the difficulties which affect the navigation at its entrance. Additional protection is required from the south-westerly and westerly winds. It is anticipated that by extending the western pier, the force of the winds will be greatly restrained, and that vessels will make the entrance of the harbor by striking smooth water before coming opposite to the eastern pier. As the harbor now exists there is danger in tempestuous weather of vessels striking the eastern pier.

An appropriation of \$7,000 was voted in 1873 for the improvement, but owing to the depth of water and the character of the bottom of the lake at this point, the crib work must be of considerable depth, and it is estimated that the \$7,000 would do no more than extend the pier 80 feet. No arrangement is yet made for carrying on the work, but tenders will be called for by advertisement during the season.

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