

A-Cobourg-Harbour
(05-17)

A. 1910

9-10 EDWARD VII.

SESSIONAL PAPER No. 19

A: 1910

PERCY E. CLIMO
6 Simmons St.
P. O. Box 299
Colborne, Ontario
K0K 1S0

July 14/89

CANADA

REPORT

OF THE

MINISTER OF PUBLIC WORKS

ON THE

WORKS UNDER HIS CONTROL

FOR THE

FISCAL YEAR ENDED MARCH 31

1909

*Submitted in Accordance with the Provisions of Chapter 39, Section 34,
of the Revised Statutes of Canada.*

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1909

[No. 19—1910.]

ary, 1910, for a copy
is of Winnipeg to the
ernment in reference
and who made them;
artment to the post-
1910.—Mr. Haggart
... ..Not printed.
... ..Not printed.
ber, 1909, for a copy
papers, not already
iver channel between
Crocket..Not printed.
ll documents, letters,
near Lake St. John,
showing whether it
reasonable height in
aries. Presented 2nd
... ..Not printed.
uary, 1910, for a copy
l papers not already
canal, or any portion
and written negotia-
of the said canal or
r with respect to the
purpose of raising the
ated 3rd May, 1910.—
... ..Not printed.
ary, 1910, showing the
ment since July 1896,
of appointment, the
rk in each case, and
ses, and (c) printing
f ministers, single or
anada. Presented 3rd
... ..Not printed.
... ..Not printed.
ary, 1910, showing the
vernment during the
at Ottawa; (b) civil
mploy, but not under
p; (d) those in tem-
each group, and also
May, 1910.—Hon. Mr.
... ..Not printed.
for each of the last
on which the bound
10.—Hon. Mr. Power.
Not printed.

9-10 EDWARD VII., A. 1910

PART II.—STATEMENT A.—EXPENDITURE—Continued.

Name of Work.	Dredging	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS—Con.					
Quebec—Concluded.					
Yamaska lock and dam.....			1,117 81	1,596 99	2,714 80
" River.....	28,078 81				28,078 81
" River, landing pier at St. Michel d'Yamaska.....		5,392 35	40 25		5,432 60
Generally.....	33,882 40			20,993 85	54,876 25
Totals, Quebec.....	608,856 02	885,772 12	114,925 35	46,871 67	1,656,425 76
Ontario.					
Allandale wharf.....			127 30		127 30
Amherstburg wharf.....			480 98		480 98
Arnprior wharf.....		874 63			874 63
Bayfield wharf.....			1,800 00		1,800 00
Baysville (South Muskoka River) wharf.....		520 75			520 75
Beaverton, harbour improvements.....		987 16			987 16
Belle River pier.....			990 32		990 32
Bewdley wharf.....		896 91			896 91
Birdsall wharf.....		3,849 10			3,849 10
Black River (Co. Ontario).....		2,998 63			2,998 63
Blanche River improvements.....		11,913 05			11,913 05
Blanche River wharf.....		2,216 41			2,216 41
Blind River.....	18,936 39	1,476 84			20,413 23
Bowmanville.....	2,758 77				2,758 77
Bracebridge.....	3,365 28				3,365 28
Bronte, repairs to piers.....			1,000 00		1,000 00
Bruce Mines pier.....			392 26		392 26
Burlington Channel.....	9,920 10	34,615 58	766 87	3,011 48	48,314 03
Byng Inlet improvements.....		26 82			26 82
Callender wharf extension.....		1,118 23			1,118 23
Cape Croker, wharf addition.....		1,417 33			1,417 33
Chute à Blondeau wharf (Co. Prescott).....		6,905 62			6,905 62
Cobourg Harbour.....	31,935 15	2,681 69			34,616 84
Cockburn Island wharf.....			745 81		745 81
Colborne wharf.....		13,383 00			13,383 00
Colchester, wharf extension.....		94 22			94 22
Colpo's Bay wharf.....			2,414 69		2,414 69
Collingwood harbour.....	50,843 22		82 52		50,925 74
" graving dock.....				15,000 00	15,000 00
Crowe's Landing wharf.....			98 59		98 59
Cumberland wharf.....			67 98		67 98
Curtis Landing wharf.....		987 36			987 36
Dawson's Point wharf (Lake Temiscaming).....		951 86			951 86
Detroit River, bank protection.....		4,291 00			4,291 00
Dyer Bay wharf.....			659 47		659 47
Echo Bay wharf.....			816 87		816 87
Fort William (Kaministiquia River).....	377,109 31				377,109 31
Goderich Harbour improvements.....	22,788 69	101,947 29	1,238 85		125,974 83
Gore's Landing wharf.....		287 36			287 36
Grand Bend, piers.....		637 93			637 93
Gravenhurst (Lake Muskoka) wharf.....		2 12			2 12
Griffith's Island (Colpo's Bay) wharf.....		2,598 57			2,598 57
Haldimand.....			25 00		25 00
Haileybury (Lake Temiscaming) wharf.....		604 84	56 00		660 84
Hamilton harbour improvements.....	29,181 70	2,131 31			31,313 01
Hawkestone wharf.....			768 72		768 72
Hawkesbury.....	799 62				799 62
Head River improvements.....		2,848 40			2,848 40
Hilton (St. Joseph's Island) wharf.....			1,691 09		1,691 09
Jeannette's creek.....	12,374 92		125 00		12,499 92
Juniper Island wharf.....		29 20			29 20
Honora wharf.....		2,591 98			2,591 98
Kearney wharf (Muskoka).....		482 27			482 27
Kincardine harbour.....	3,192 00		1,198 33		4,390 33
Kingston harbour.....	3,615 33	213 50			3,888 83
" graving dock.....				8,324 11	8,324 11
Kingsville pier.....			991 48		991 48
Lake Nipissing, roller dam at head of French River.....		1,806 92			1,806 92
Lake Nipissing from West Bay to Monteville.....		4,617 67			4,617 66
Lakeport wharf.....		1,038 69			1,038 69
Leamington wharf.....		1,371 70	548 11		1,919 81
Lion's Head wharf.....	2,928 90	6,431 00			9,359 90

d for the addi-
 ss the Indian
 rtment of In-
 with the work

it consists in
 y 20 feet in

ch of Blanche
 ch navigation
 ected with the
 point for some
 lation 200.

fs on Blanche
 l, work started

feet and built
 le, 48 feet long

ounty of Kent,
 ds, i.e. G.T.R.,
 n and 47 miles
 e and has been

ppropriated for
 eph's Hospital;

as awarded for
 a view to pro-
 n. Work was
 nsisted of close
 age penetration

to construct a
 ents previously
 y the hospital

etment wall, at
 igh water level,
 l on August 19,

on of an exten-
 05. Operations
 908.

SESSIONAL PAPER No. 19

The work performed consisted of the construction of a concrete retaining wall, 120 feet long, 3 feet 6 inches wide at base and 2 feet 6 inches wide at top, reaching to a height of 8 feet above L.W.L., and built upon a pile foundation. A landing slip with stairway reaching 10 feet 8 inches inward from the face of the work was also constructed. The necessary grading and filling in rear was performed by the city of Chatham in accordance with an agreement previously made with them.

On September 14, 1908, authority was received to construct an iron railing around the whole of this concrete wall for the safety of the public, and the work was completed on November 15.

CHUTE A BLONDEAU.

Chute a Blondeau is a post village on the Ottawa river, in Prescott county, 5 miles from Pointe Fortune and 7 miles from Hawkesbury on the G.T.R.

The work in connection with the contract, entered into April 29, 1908, for the construction of a landing pier at Chute a Blondeau, was started in July and the structure completed September 18 following. The structure is situated immediately in front of the old McAllister's wharf, bought for the purpose, at a cost of \$800, including land, and consists of:—

A 10-foot crib wall, 100 feet long, outer face measure, with a return wing of 30 feet at down stream end, and an icebreaker, 40 feet long and 19 feet wide at other end, the lower 50 feet standing 16 feet high, and the other half 22 feet high, both into from $6\frac{1}{2}$ to 7 feet of water at lowest level. The intervening space between crib wall and the old wharf was filled in with stone. Contract price, \$6,500.

The total expenditure for 1908-9, was \$6,906.62.

COBOURG.

Cobourg is a large town on the north shore of Lake Ontario, on the main line of the Grand Trunk Railway, 88 miles east of Toronto. Population, 5,000.

At the last session of parliament, the sum of \$45,000 was appropriated for the extension of breakwaters and dredging at this place, and on August 14, 1908, instructions were given to prepare contract plans and specifications for same.

The plans and specifications were prepared at Ottawa, and on August 18 a contract was awarded to the Randolph MacDonald Co., for the sum of \$139,000 to perform the work.

The actual construction has not yet been commenced, but the contractors have, on the ground, a large quantity of the material.

At the last session of parliament, also, the sum of \$2,315 was appropriated for repairs to the piers, and, on May 30, 1908, authority was given to proceed with the work by day labour.

Work was commenced June 11 and completed September 30; it consisted in rebuilding a small crib on the east side of the east pier and making general repairs to the existing structures. The crib is 12 feet wide by 48 feet in length.

Total expenditure for fiscal year 1908-9, is \$2,681.69.

COCKBURN ISLAND.

Cockburn Island, District of Algoma, is situated on the west shore of Manitoulin island.

On October 3, 1908, the sum of \$750 was authorized for repairs to wharf at this place, to be done by day labour.

Work was commenced October 28 and completed March 31, and consisted in lowering 260 feet of the wharf one foot, also redecking same with new stringers, and planking, where necessary.

Total expenditure for fiscal year, 1908-9, \$745.81.

1909

July 17 and 31,
of deepening and

t this place from
sand. A cut was
Windmill, near the
or vessels.

place from June
or cuts were made
purpose of giving
feet long and 20

place from June 4
The dredging done
ere made in front
made to a length
were made in the
cuts were made at
or the purpose of

ber 1 to 14, 1908,
each. This work
freshets; 2,520

any, worked here
the main channel
cubic yards of clay

ce, making a cut
l at the entrance
y were removed.

ed at this place
rds of sand and
Ile aux Citrons,
e other cut, 3,000

8 to October 3;
ed in cleaning a

SESSIONAL PAPER No. 19

cut made the previous season, for a length of 2,766 feet, in Bay la Vallière, opposite Ile St. Jean. Two other cuts were also made, 150 feet long each and 25 feet wide, in the main channel at the foot of Ile St. Jean.

PROVINCE OF ONTARIO.

BLANCHE SHOALS.

Dredge *No. 1, T. F. Moore* worked at this place from August 25 to November 23, and dredge *No. 2, T. F. Moore*, from August 11 to November 23, 1908. The dredging performed was the continuation of the work done the previous season, being the removing of a shoal which obstructed the main channel.

BLIND RIVER.

Dredge *Meade* worked at this place between June 8 and September 8, 1908, and consisted in the deepening and widening of the channel and approaches to the new government wharf to a depth of 15 feet, and a width of 118 to 215 feet, also deepening the turning basin at the wharf to 15 feet below low water. The turning basin is 280 feet in width. The greatest length of cut made is 2,600 feet; one cut, 25 feet wide by 800 feet long, was made from the government wharf to the White Pine Company's wharf.

BOWMANVILLE.

Between August 17 and September 26, 1908, dredge *Dragon Rouge* worked at this place, making a cut between the piers, 1,350 feet long by 100 feet wide, also dredging in the approaches thereto from the lake; the latter is bell-mouthed, being 300 feet in width at the southerly or outer end, narrowing to 100 feet, to connect with cut between the piers, and 300 feet in length.

BURLINGTON CHANNEL.

Dredge *Chief* worked at this place between April 30 and June 5, and also on June 9, 1908. The dredging performed was between the piers and in the approaches thereto from the lake. The cut between the piers was 80 feet in width by 1,360 feet in length, and the cut from the lake to the piers was 400 feet in length by 170 feet in width at the easterly or outer end, and narrowing to 80 feet between the piers aforesaid.

COBOURG.

The dredging at this place was performed by dredge *Chief* between July 24 and October 15 and also between November 5 and 10, 1908, and consisted in the widening and deepening the approaches to the harbour and widening and deepening the inner basin. The width of cut made this year in approach is, at outer end, 375 feet and, at inner end, 200 feet wide by about 1,100 feet in length. The area dredged in inner harbour is triangular in shape, having a base of about 700 feet adjoining esplanade and side of 275 feet adjoining easterly pier. 1909

COLLINGWOOD.

The dredge *Kingsford* worked at this place between April 28 and November 7, 1908, and the dredging consisted in the deepening of the main channel, where necessary, also dredging to 12 feet between the elevator wharf and the old pier of eastern breakwater. The length of this work was 350 feet along old pier and about 650 feet