

Board of Works Kingston
11 April 1843

TORONTO ARCHIVES

Sir,

I am directed to acquaint you that as the season is fast approaching for the resumption of the works generally, the Board request you will give Mr Lyms such full instructions as will enable him to furnish you, as soon as possible, with any details further than those already in your possession requisite to your submitting to the Board a specification, estimate of the cost of constructing the proposed plank Road from Rice Lake to Lake Ontario

As the line of this road generally is, in obedience to the instructions of the Hon. the Executive Council, to commence at the head of Rice Lake & terminate at Port Hope

I am Sir your obedient servant

Wm. H. Murray

Cobourg

it is necessary that you should revise the estimates for which you have already furnished. This route being now decided upon, it is of course advisable to make the line, between the two points already stated, as direct as possible, and to follow as much of the present travelled road as you find on a comparative estimate can beneficially be done. The Board do not intend you should consider these instructions as to interfere with your judgment formed upon the examination you have already made, and such other as you may deem right - but merely that as the line is now more determinate than when your survey was made, and as this survey was in some degree governed with a view of the selection of a middle line your object now is to adopt such line as far as practicable that is the shortest, will follow the travelled line

as

as much as possible, and enter the same in
 the most convenient & direct line to the
 station
 showing descent in the line from
 Mill street to Mill street to drive a large
 stake upon it, where it intersects the line
 line of street, from which point the
 road is to be considered as commencing;
 side will then lay off 2 mile sections
 or thereabouts (drawing a large stake at the
 end of each, numbers so that the public
 can refer to them) being governed of
 course by circumstances, but arranging
 the sections so that any extra excavations
 in a section may be dispensed of in order
 in the same section - this estimate once
 been made, the quantity of the
 respective classes of work in each section
 especially, so that having received
 there, the Board will be able to contract
 with the parties for so much per section
 according

According to the specification, the amount of excavation & embankment considered extra being included so as not to require after measurements.

This is the course which the Board have adopted on all the other roads, & they have found it very satisfactory.

As it is advisable in all works under the same Department to follow a uniform system as much as possible, I am directed to send you a general specification adopted for work of this description in the other Districts.

The intention of the Board is to have the whole of the earthwork of the Road, embracing grubbing, clearing, forming, draining, grading, fully completed against the 1st October next. The necessary culverts should also be put in.

Advertisements

Advertisements, for the procuring and delivering of the plants & Scantling, will be published immediately, but as the laying of it will not commence until the following spring, the estimate now required is only for the earthwork, and Culverts as above.

The Council having also determined (in case the funds will permit of it) on a branch line from a point in the main line, at, or about where it intersects the 5th Con. line to the N.W. corner of the limits of the Town of Cobourg, you will, after having made a personal examination of the land through which it must pass, give Mr. Syme the necessary instructions, that he may furnish similar documents for it, as those already described.

The Board intend that Mr. Syme's attention should be confined to this road, & off-branch

off branch - when the work is commenced
he will report through you fortnightly,
and it is considered, from the nature of
the work, that no other establishment
will be required.

From the many surveys, which
have been made: in this immediate
locality, the Board are led to hope that
very little further delay will be found
necessary - a map of the line is not in
the first instance required, nor any
continuous levelling, but merely such
detached levels (if any) as you may
think unavoidable.

After you have procured from Mr.
Lyons what is necessary to permit the
Board to advertise the work, pending
the time of receiving tenders, his time
could be devoted to making out the map
in duplicate.

I remain,

Yours obedient servant

Thomas A. Dyer
Secy.

To prevent any delay hereafter
you will explain particularly to Mr Lyons
that each section is to be estimated in
itself much in this manner

Length of Sec: m. c. h

Grubbing — chains @ p chain —————

Draining, forming, grading — chains @ perch —————

— cubic yards of extra excavation in such & such hills
@ per cubic yard —————

this price to cover the cost of depositing the
excavation in such & such places as specified

Chains of fencing this improvements &
Number of culverts in this sec.

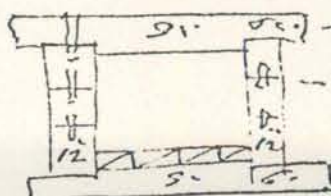
— so many of 2^{ft} in the clear @ p culvert complete
— 3 } including excⁿ in pit & refilling
— 4 }

— cubic ft. of timber in cills, bents & abutments of
Bridges in this sec: @ per cubic ft. £

— lineal ft. of superstructure of Bridge @ p lineal ft.
by superstructure is meant stringers on which the
floor planking is laid - the planking & the house work
complete.

The Culverts to be similar to those adopted on

the other roads -



5 of them cross piece 6" thick,
Remainder of lining 6" thick,
Doubled over - 5" apart -

... cills 6" apart plank 3" thick