

passage of timber to Sea Ports; showing the Situation, Dimensions, Cost, &c.—*Con.*

On what Date.		Cost of Construction from the Union, 10th February, 1841, to 30th June, 1867.	Cost of Construction from Confederation, 1st July, 1867, to 30th June, 1882.	Average Yearly Cost for last 15 Years.		REMARKS.
Commenced.	Completed.			Repairs.	Management.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	
	1866			do	do	<p>The character of the river, throughout a great portion of its length, is a succession of rapids, falls, swift currents and strong eddies. The works on the Madawaska were commenced, prior to the Union, by lumbermen, and continued afterwards by a Joint Stock Company, incorporated by Act of Parliament, under the name of the "<i>Madawaska River Improvement Company</i>," 17th December, 1853; their works are located on the upper section of the river; they were found very useful for a considerable period, but they are now in a state of disrepair. In the winter of 1843-44, the Government commenced the slides and booms at the High Falls, and the dams and piers at Ragged Chute, together with other improvements for the passage of timber between this station and the mouth of the river, a distance of about 35 miles.</p> <p>The slide at High Falls was of little use during the first two years, as the bottom of it was placed at too high a level for the passage of timber; the Ragged Chute works failed and had to be abandoned. In the winter of 1845-46 they were rebuilt; the river was raised 12 feet above its former level by a dam at High Falls, to increase the flow of water through the single stick slide, in order to overcome this formidable obstruction to the descent of timber. Side-dams were constructed further down stream to flood out dangerous shoals and prevent the jamming of timber in the channel. In 1854, a crib slide and series of booms were brought into use at Arnprior Village, near the mouth of the Madawaska.</p> <p>Extensive works of re-construction and repairs are now in progress at Ragged Chute and High Falls, and when they are completed—say by the opening of navigation in 1884—the running of the various descriptions of timber at these stations will be greatly facilitated.</p> <p>The timber and saw-logs coming down this stream are floated in single sticks until they reach the large retaining boom at its mouth; here they are collected, formed into cribs and rafted, and the saw-logs are put into booms for safe driving on the Ottawa, down to their places of destination.</p>
	1852	Expenditure shown at page 701.	See memorandum at end of this appendix.	do	do	