
APPENDIX No. 8.

RIDEAU CANAL.

Description of the works and repairs executed during the fiscal year ending 30th June, 1869, by J. D. Slater, Superintendent.

(No. 7,346.)

OTTAWA, 1st July, 1869.

F. BRAUN, Esquire,

Secretary, Department of Public Works, Ottawa.

SIR,—I have the honor to submit the annual report of the state of the several works connected with the Rideau Canal, in accordance with general instructions of the Department, dated 23rd January, 1865.

With the exception of the bulk heads at Hogsback, Black Rapids, Long Island and Burritts, damaged by the flood this spring, the canal is in fair working order, and in a better state of repair than it has been since its transfer to the Provincial Government; nearly all the swing bridges have been renewed, and furnished with new and improved turn-tables.

On account of the depth of snow and the lateness of the spring, a flood was expected, materials were furnished at the dangerous points, the water was withdrawn from the canal, every precaution was made that could be thought of, and exertions used during the flood to pass drift wood, and to save the works from destruction, by which means serious damage was prevented.

The sluices are sufficient to pass the water, except at Long Island, where the channel has been contracted by the mills at Manotic, and the water had to pass over the large stone dam for four days, for the first time. A new bulk head must be made at the locks next winter, and it would be desirable if some provision to pass more water at the mills, could be effected; the great danger is the bulk heads getting choked up with drift wood.

At Poonamalie, a break through the embankment above the lock, was made 150 feet long, and 10 or 12 feet deep, which flooded all the low ground above Smith's Falls; the works at this place, and some mills, were in danger for a time, but the people turned out and succeeded in making a temporary coffer dam, at the outlet of Rideau Lake, and stopping the water.

The break was repaired by contract for \$625, and the navigation opened throughout on the 13th May; it was opened at each end on the 1st May.

It was supposed that one side of the lower lock at Hogsback would have to be taken down and rebuilt, but it was fastened to timbers, anchored in the bank by iron straps and bolts, and it may stand for some time longer.

Some more accommodation for the dealers in fire-wood has been made at the basin, but much more is required; a little can be done each year in clearing out the basin and extending the wharf.

There has been no detention on the canal this season; the delay at Poonamalie caused little inconvenience, as there is not much through traffic; the principal business is local, and is done at each end of the canal.

A more detailed statement of the repairs done on the canal is subjoined.

Ottawa. Three pairs lock gates renewed and put up; two pairs sluice frames renewed and put in, about 150 feet of new wharf; hoisting lower gate and sundry repairs made to sluices and machinery; sundry minor repairs to iron-work machinery of gates, sills, coping block, &c.

Hartwells. One new swing bar on lower gate; one pair new sluice frames renewed and placed; sundry small repairs to machinery and works, &c.