

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.	
1848	1848 to 1874 inclu.	31,967 83		do	do	<p><i>Works on the Gatineau River.</i>—In ascending the Ottawa, this is the second tributary having Government works.</p> <p>The Gatineau is the largest tributary of the Ottawa, and falls into it from the north side at a distance of about 2 miles below the City of Ottawa. It is about 400 miles in length, and drains upwards of 9,000 square miles of territory. The timber berths on the Gatineau and its tributaries are very extensive, and some of them were worked upon by the first settlers at the beginning of the present century.</p> <p>The timber from this river is taken out principally in the shape of saw logs, and lately the average number has been about 500,000 annually. Square timber of good quality is also manufactured to a limited extent.</p> <p>The timber is diverted from the strong current at the mouth of the river by the guide booms, into a safety pond of about 72 acres in area, and thence it passes through a creek or outlet to the rafting station on the north side of the Ottawa.</p> <p>The old canal leading from the boom on the Gatineau to the safety pond, not having been located properly, a new canal was made from a point further up the stream, in 1864 and 1865, which has effected a great improvement in the driving of the saw logs and promoted the safety of the main guide boom.</p> <p>In 1874 the trade of the river had grown to such an extent that the strengthening of the main boom was imperative. In that year new timbers were provided for a large section of it and heavy iron plates and connecting links inserted to resist the immense strain put on this boom by a large body of logs being held in a strong current; and about the same time a sand bar was dredged from the bed of the river alongside of the boom to admit of the passage of steamboats and barges to and from the shipping grounds, situated a short distance above the works at this station.</p> <p>The upper 4 support piers of the boom are built of full size to the top, while the lower 8 are battered on the up-stream side that they may offer a better resistance to floating ice and drift wood in the spring.</p>
			See memorandum at end of this appendix.	do	do	