

## REPORT

### RELATIVE TO A CANAL BETWEEN ST. PETER'S BAY AND THE BRAS D'OR LAKE, IN CAPE BRETON.

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*To his Honor the President, administering the Government of Nova-  
Scotia, &c. &c.*

SIR,

In pursuance of Instructions from your Honor, to ascertain the practicability and probable Expense of constructing a Canal, between St. Peters Bay and the Bras d' Or Lake, I lost no time in making the requisite Examinations, Surveys, Soundings and Estimates ; and now beg leave to submit the following Documents :—viz.

A Map No. 1, shewing the relative Situation of these Waters, and the Direction of the proposed Canal.

No. 2. A Section or Profile of the Canal cutting ; with a diagram of deep cutting at Summit, adapted for Vessels drawing 12 feet of Water.

No. 3. Estimate of the Expense for executing the same.

Previous to adhering to the Line marked with red upon the Map, my attention was drawn to a course apparently favourable for connecting those Waters, *situated* between the points A. and B. marked with blue upon the Map.

By adopting this Line A. B. the entrance Lock in St. Peters Bay, must be strongly protected by Piers, and a Breakwater of Masonry ; this point being exposed to the action of the sea, during all gales from the South and South West. Here, the beach is composed of sand, and the Water shallow.

By the line marked with red, the Canal will terminate at both extremities in deep Water, the bottom clay, where good anchorage will be found under cover of the protecting Head C. The entrance Lock at St. Peters Bay will be effectually secured from all violent action of the sea. The soil and subsoil of this line, being of a clay loam, is well adapted for Canal excavation.

From the above considerations as to *situation*, independent of extra expense of a Breakwater, cutting through a sandy Beach, and grubbing of Timber, I have been induced to give a preference to the line drawn with Red.

The soundings in the Bras d' Or Lake from the Canal termination to its

outlet, vary from 4 to 10, 15 and 40 fathoms. The entrance to St. Peter's Bay is sufficiently deep for Vessels of the largest class. The leading channels are wide and easy of access.

Sir, I have the honor to be, &c.

(Signed)

FRANCIS HALL.

St. Peter's Bay, July 1, 1825.

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## Estimate of the Expense of Making the Proposed Canal from St. Peter's Bay to the Bras d' Or Lake

### DIMENSIONS OF CANAL.

|                                |                   |
|--------------------------------|-------------------|
| Width at Surface, . . . . .    | 52 feet.          |
| at Bottom, . . . . .           | 21                |
| Depth from Top Bank, . . . . . | 13                |
| Length, . . . . .              | 2700 Lineal Feet. |

|                                                                     |         |    |   |
|---------------------------------------------------------------------|---------|----|---|
| Excavating 206,556 Cubic Yards, at 1s. 3d. per yard,                | £12,909 | 15 | 0 |
| Retaining Walls, 1200 lineal yards, at 15s. . . . .                 | 900     | 0  | 0 |
| Regulating Lock, Stop Gates and Drawbridge, . . . . .               | 2781    | 7  | 3 |
|                                                                     | £15,591 | 2  | 3 |
| Ten per Cent for Contingencies, Expenses of Management, &c. . . . . | 1559    | 2  | 2 |
| Total Expense, . . . . .                                            | £17,150 | 4  | 5 |

FRANCIS HALL.

1st July, 1825.