

Ottawa, July 2nd, 1901.

Stephen E. O'Brien Esq.,

Secretary of

"The Ottawa Improvement Commission."

Dear Sir:-

I beg to submit for the information of the Commissioners the following particulars with reference to the actual expenditure made for constructing the principal works performed by the Commissioners to June 30th, 1901.

"King Edward Avenue."

This Avenue has been improved from Rideau Street to Mackay Street, Rideau Ward ;

Expenditure authorized by Government	-	\$53,363.00
Total Expenditure to June 30th, 1901	-	\$49,507.94

"King Edward Avenue," formerly King Street, between Rideau and Cathcart Streets, is 132 feet wide, and between Cathcart and Redpath Streets, 66 feet wide ; Union Street between Stanley Avenue and Mackay Street is 60 feet wide, Minto Bridge and the Island approaches being irregular. The Commissioners having purchased the vacant land fronting the north side of the River Rideau from Charles Street to the Canadian Pacific Railway, and Mrs Thos. C. Keefer having kindly deeded free to the Commissioners Maple Island about 2½ acres, the future embellishments of the approaches to "King Edward Avenue" from Rideau Hall will be a matter to consider in the near future. The length of the 24 ft. roadway from Rideau

Street to Mackay Street, which is now completed and in use, is 8,802 lineal feet or 1.66 miles, giving a completed roadway area without street interseptions of 23,471 square yards. These roadways are constructed as follows:

On the 132' 0" wide portion - 32' 0" was reserved for sidewalks and boulevards, 48' 0" for two roadways, and 52' 0" for center boulevard and bicycle path ; on the narrower streets 24 ft. roadways were made along the center of said streets, cut stone curbs were laid on both sides of all roadways, with circular stone curbing at all street intersections ; The curbing was made of dressed limestone 24 inches deep by $4\frac{1}{2}$ or $5\frac{1}{2}$ inches wide, laid on, and backed up with 6 inches of concrete 9 to 1 on each side ; three inch agricultural tiles, discharging into gully grates, were laid about two feet deep on each side of roadway, and covered with large selected stones resting on the curb concrete at one end ; after the sub-grade was formed and rolled a "Telford" foundation of first-class selected limestone six inches deep was laid the full width between curb and curb and covered with three inches of limestone macadam, on which was laid the wearing surface of about five inches of Syenite macadam, broken to two inches cubes, well rolled and blinded with syenite screenings ; The crossings at all street intersections were constructed with sandstone blocks laid on six inches of concrete between limestone headers. The depths of the roadway gutters are generally six inches below the curb level, and the center of the finished roadway is one and one-half inches above the curb. On portions of the roadway

between Clarence and Murray Streets, some experiments were made to finish the roadway surface with "Tar macadam," but the extra expense required, purely for binding the surface stone with tar, instead of sand and syenite screenings, was not justified, because syenite stone is a better wearing material than tar, and the stone required for tar macadam must be of a more porous and softer nature than syenite. The actual cost of this roadway complete was \$1.82 per superficial yard including crossings, curbing, &c., but exclusive of street intersections and Minto Bridge approaches, which cost about \$12,000.00.

MINTO BRIDGE OVER THE RIVER RIDEAU.

The amount authorized to be expended on this work was \$39,900.00.

The work required for the construction of this Bridge consisted of one clear span of 168 lin. ft., two clear spans of 112 feet each, and one clear span of 125 feet, with six first-class ashlar masonry abutments, and one pier with cut stone ice breaker ; the iron and steel superstructure was erected by the "Dominion Bridge Co.," limited, of Montreal, and is of ornamental and substantial design, the clear width of roadway being 20 feet, with corbelled sidewalk on upstream side of 6 feet in width.

The contract price for superstructure was - \$22,880.00

Arthur Beg contract for masonry without approaches	--	--	--	--	<u>14,473.53</u>
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\$37,353.53

Expenditure to June 30th, 1901	--	--	\$31,313.65
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"DRIVEWAY ALONG THE RIDEAU CANAL."

The sum of \$40,991 has been authorized by the Government to be expended on this work from the Sapper's Bridge to Mutchmore street, and it is contemplated to extend this roadway to the Experimental Farm.

Last year the Rideau Canal reserve near Sapper's Bridge was improved by removing old buildings, grading, sodding &c., and the main driveway commenced at Cartier Square, and it is now partly completed from Elgin street to Neville's Creek, the sum of \$14,399.25 having been expended on this work to June 30th, 1901. During the past winter over One Thousand Toise of rubble limestone was contracted for and delivered on the route of the work at \$4.00 per toise; when this work is completed, probably early next year, it will form a continuous driveway 1½ miles in length and 24 feet in width from Elgin and Maria streets to the Exhibition Grounds, along the banks of the Rideau Canal, passing through a series of ornamental parks proposed to be constructed on the Government Canal reserve lands along the route; the Canada Atlantic and other proposed railways will be crossed by means of ornamental subways 30 feet in width. The proposed driveway will be curved, and planted with trees and ornamental shrubbery, and conform with the natural contours, and the landscape features of the ground. Each side of the roadway will be protected until the grass is established with 4" x 8" cedar curbing, and brick gutters, laid on concrete at each side, except at street intersections, where stone and scoria brick will be used. The roadway will have a Telford stone foundation, drained on each side with agricultural

tiles, and finished with macadam. The laying out of the main driveway has been so arranged that a speedway and bicycle or driving path can be constructed at a future time if required. This driveway when completed will form one of the most useful and ornamental features of the City, it being understood when the cedar curbing rots, that it will be renewed with a curved grass border, outside the gutters, which will give the roadway a more park-like appearance. If dressed stone curbing and sandstone gutters had been decided upon, the extra cost would have been over \$10,000.00 and the park appearance would be lost, as it would resemble a business thoroughfare more than the park driveway which was contemplated by the Commissioners.

"PRINCESS LOUISE VISTA."

A very decided and beneficial improvement has been made by the Commissioners in widening and improving the old and dangerous Ferry road through the Rideau Hall property in the City of Ottawa, from 30 feet with double street railway tracks to 66 feet in width, which forms the principal entrance to Rockcliffe Park; the Dominion Government kindly granted the Commissioners the necessary land required from the Rideau Hall domain, and authorized the expenditure of \$5,950.00 for this improvement, the actual cost being \$5,061.39.

"CITY STREET IMPROVEMENTS."

The Commissioners agreed to expend \$10,000.00

and the Corporation of the City of Ottawa a similar amount towards improving the principal thoroughfares leading into the City, viz: Wellington, Bank, Sussex, Rideau; also Concession and other streets, connecting with the Experimental Farm, &c. The Commissioners have also purchased three (3) lots of land suitable for a stone quarry on Carling Avenue, and they also contemplate purchasing land suitable for the removal of sand and gravel, in order that they may obtain the principal construction material required at the lowest cost.

"FUTURE ORNAMENTATION."

Dr. William Saunders, Director of the Dominion Government Experimental Farms, kindly volunteered on his visit to France in 1900 to select a variety of ornamental Trees and Shrubs, suitable for the Commissioners' work and this climate, and last spring his selection of over twenty-six thousand - containing about 136 distinct varieties of trees and ornamental shrubs - arrived in Ottawa, and owing to the courtesy of Dr. Saunders they were at once planted in nursery rows in a portion of the Central Experimental Farm, where they are now growing vigorously: in future years they will be removed, and planted along the several driveways to be constructed by the Commissioners, in order to form an ornamental landscape effect: the cost of these trees and shrubs, now planted in the nursery, *is very reasonable* ~~will not be very costly~~ if they had been purchased from local dealers the cost would have been considerably more.

The following is a statement of the principal works performed by the Commissioners in 1900 and to June 30th, 1901:

	Appropriations passed by Government.		Expenditure to June 30th, 1901.	
	£	/\$	£	/\$
Widening Princess Louise Vista	-	5,950.00	-	5,861.39
King Edward Avenue improvement	-	53,303.00	-	49,507.94
Improving Wellington & other City Sts.	11,500.00		-	10,552.94
Winto Bridge over River Rideau	-	39,900.00	-	31,313.65
Land purchased	-	1,500.00	-	1,550.04
Driveway along Rideau Canal	-	40,091.00	-	14,399.25
Wackay Street and Pufferin Road	-	2,042.00	-	1,566.80
Road Machinery and Tools	-	3,988.00	-	3,928.75
Stationery, Printing, &c.	-	1,093.00	-	800.28
		<u>\$160,317.00</u>		<u>\$119,541.64</u>
Expenditure per Secretary's Statement	-		-	<u>120,595.50</u>
Less Cr. stone Princess Louise Vista	-		-	<u>1,053.86</u>
				<u>\$119,541.64</u>

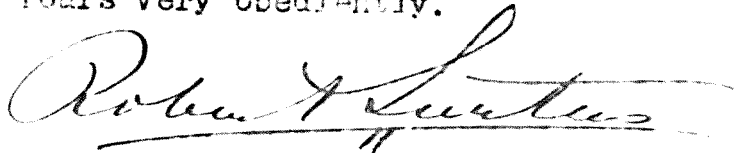
In conclusion I have to state that all the principal materials required for the several works have been tendered for and awarded on a purely business basis, and the work performed by day labor, under first-class foremen and men appointed solely for their ability to perform the work: this policy, which has been adopted by the

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Commissioners throughout. has, in my opinion, been the chief cause for the economical and successful carrying out so far of these important works, which in future years, I am confident, will show they are properly adapted for the requirements of first-class work.

I have the honour to remain,

Yours very obediently.

A handwritten signature in cursive script, reading "Robert T. Senter". The signature is written in dark ink and is positioned above a horizontal line.

Consulting Engineer.

Fr. Robert Surtees
27 July 1901

Reports on work done
up to 30th June 1901

Statement
of
Receipts and Expenditures
for fiscal year ended 30th
June 1901

21,02,000

STATEMENT OF RECEIPTS & EXPENDITURES OF THE OTTAWA IMPROVEMENT COMMISSION
FOR THE FISCAL YEAR ENDED THE 30TH JUNE, 1901.

Receipts

Unexpended balance 1st July 1900.	\$31,139.91
Government Grant.	60,000.00
Interest.	457.20
Public Works Department.	1,053.86
Refund - Unclaimed wages.	32.49
	<u>\$92,673.46</u>

Expenditures

Princess Terrace.	\$ 1,376.13
King St.	22,969.63
Printing & Advertising.	78.95
Concession & Other Streets.	2,034.76
Stationery & Office Supplies.	105.71
Telephone.	45.00
Rent & Storage.	138.00
Rideau River Bridges.	29,903.65
Road Machinery.	3,494.75
Rideau Canal Driveway & Parks.	14,399.25
Rideau Street.	4,572.34
Keefor Property.	1,550.64
Tools, Implements, etc.	494.00
Wellington Street.	2,043.87
Bank Street.	556.38
Mackay & Other Streets.	1,566.80
	<u>\$91,389.86</u>
Balance unexpended.	1,283.60
	<u>\$92,673.46</u>

Comparison with Bank Account:-

Balance unexpended as shown above	\$1,283.60
Outstanding cheque No. 216.	---.75
Balance as per Bank Account.	<u>\$1,284.35</u>

Stephen A. O'Brien
Secretary.