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THE WEYMOUTH - TRIAL TRIP OF THE HANDSOME NEW WEYMOUTH STEAMER (YARMOUTH TIMES)

Wednesday morning was just about a delightful a summer morning as man could wish for. A party of invited guests assembled at the Burrell - Johnson Company's wharf to take a trial trip on the new steamer Weymouth. Capt. J. D. Payson took his place in the pilot house, the order to cast off was given and a brief message by speaking tube to the engine room and the steamer started from the wharf and steamed proudly down the harbor, greeted by steam whistles from other steamers at the wharves, and the waving of handkerchiefs and hats from parties on shore. In about 20 minutes the lighthouse was reached and the fog whistle gave a complimentary toot of welcome, although the weather was beautifully clear to the horizon and the water was like a mirror as far as the eye could see. Once around the cape and there was encountered what someone called a "ground swell", but the Weymouth proved a steady boat and the rolling was so slight, that even the most weak stomach never feel a qualm. Having got outside she was "let out" a little and steamed up along the Bay shore about 10 miles, then returned to port. The engines of course were new and could not be run to their full capacity, nor was the lightly laden boat properly trimmed. Notwithstanding these drawbacks she ran at the rate of ten and a half knots an hour and everyone on the excursion was delighted with the boat, which is speedy and steady. She was built for the company by Mr. Joseph Urquhart at Messrs. Charles Burrill & Co's shipyard, Weymouth, and is a beautifully modeled craft, with very fine lines. She is 104 tons register. She has capacity for about 800 barrels of freight and her passenger accommodations are excellent. On the main deck are capacious cabins and saloon, berths, toilet rooms etc. The cabins are finished in oak and cherry and prettily upholstered in crimson plush. Overhead is a promenade, or hurricane deck with seats and the pilot house forward.

It is unnecessary to go into any technical description of boilers and machinery, suffice to say that the boat is fitted with ample steel boiler service and powerful engines of the most approved modern type. Steam pumps, steam hoisting gear and such other conveniences as science has discovered so to make the boat a first class one. A hand pump for fire purposes with hose attached is placed on the hurricane deck. The boiler and machinery were all manufactured and put in by the Burrill-Johnson Iron Company. The Dominion inspector of boilers and machinery, Mr. Stevens, thoroughly overhauled the boat and was perfectly satisfied with the work furnished by the B. J. Company.

The boat is about ready for service now and will take the place of the Alameda on route between Yarmouth and Weymouth and St. John. We congratulate the manager and the traveling public on having such a safe, speedy and comfortable steamer for the route.

" Digby Courier ": The S. S. Weymouth ran a pleasure trip yesterday between Weymouth and Sandy Cove. A large number of invited guests were onboard, together with the Weymouth Brass Band. After an enjoyable sail, the excursionists were landed, and the Weymouth again took a second cruise in the Bay. She was at Westport last evening at 10 o' clock. She will make her pioneer voyage today, leaving Weymouth at 4 p.m. The steamer is highly spoken of by all who have examined her, being well fitted for the work into which she is about to enter.

86. WORK ON THE " MISSING LINK " PROGRESSING RAPIDLY

A Saint John correspondent who visited Digby and Annapolis last week, gives the following facts about the work on the "Missing Link" :

" The road is twenty-one miles long. Work was commenced May 25th, 1889. There was a good deal of earth and rock cutting and very heavy bridging. There is over 8,000 feet of bridging and trestle. The contractors have used almost 200,000 feet of piling and 2,100,000 feet of southern pitch pine in this work. The Allen River bridge is 700

feet long. Next is the Moose River bridge, 1,300 feet, with a swing span of 80 feet. It has 7 concrete piers. The superstructure in a Howe truss of wood. The Bear River bridge is 1700 feet long, with 900 feet of trestle. There are 7 piers. It also has a swing span. The Big Joggin bridge is 1300 feet long with a swing span of 80 feet. The Little Joggin bridge is the same length. These are the principle bridges but there are many smaller ones. The bridges are of wood with concrete piers except Allen river, where no foundation for the piers could be got. Piles had to be driven 75 feet. The work is progressing favorably. The trestles are all up. The piers at Moose River are completed as they expect to cross it by July 20. The Bear River piers are being rapidly pushed. The company have about 400 men at work. Except for 2 cuts, one of rack and one of earth, the grading is completed. Men have been at work night and day for sometime at these cuts and at the Bear River piers. Track laying was commenced 10 days ago at Annapolis. The company have 4 steam engine running at Bear River. One runs a stone crusher, one the pile driver, one the hoisting gear, and one runs a sawing machine that cuts off piling 35 feet under water. The crusher has crushed 8,000 yards of stone, and with this 10,000 barrels of cement have been used in the concrete piers. The culverts of the line are all finished and the fencing is well along. Ballasting will begin about July 15th. While excavating at Bear River, west side, specimens of gold, copper and silver were found in the rock, and is thought the find will prove valuable.

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