

ly rocky and rugged. Bouchette is supposed to continue so, unless it is otherwise ascertained.

for settlement on the occupied, but a barrier.

continued for colonization ships of Kensington; above the river settlement than the east prevail up the river.

miles, and is probably land in the known settlement, in the present occupied.

rds of Peter Ayle, acquaintance with the, he explored more ment "are generally lists of deep loam covered with deep soil being of rare

crystalline limestone of sixty miles below rds of two hundred ine limestone, valuable wood, pine advantages are

north side of the sandy plains, the

ement roads, that connecting them, if cursory exploration otherwise based,

growth of valuable creating a market quarter for settlement, the extensive various lines of settlement, and the lumber trade, served for ever in

lumbering farms in the latter, fall

worthy of remark rentides, that is, awa, the country miles in breadth, eo hundred and n, said by those

to have visited it to be less hilly and stony than the new townships on the Madawaska and Gatineau. Stratified limestone is found in it at the head of lake Temiscaming and at Lake, a hundred miles further east. As these two points, and much more of this northern valley are a degree south of the latitude of lake St. John on the Saguenay, which is known to have a better climate than Quebec, it is quite probable that they may possess some degree the same advantage; and as thousands of settlers are living successfully in Upper Sauguenay, it would be absurd to suppose that the same will not ultimately be the case on the great waters and much more extensive field of the Upper Ottawa, facilitated as will be by the great reaches of inland navigation.

The river Desert, or more properly the settlement at its mouth, is about three miles north of the latitude of Three Rivers, and the south shore of lake Baskatong is about four miles south of the latitude of Quebec.

I would now beg leave to recapitulate the works I have submitted for consideration in the order in which they seem immediately desirable to be proceeded with, and the appropriations that would be requisite for them, or the portions of them proposed. In doing so, I would respectfully explain that I submit a relative view of a system of works that would seem desirable for the most advantageous opening up of the localities most suitable for settlement, and of the probable expense of performing them at rates of cost considerably under that devoted to similar colonization works in Upper Canada, and which might occupy several years in execution, without presuming to indicate how much or how little of the Colonization funds should be at present devoted to them, were they even approved of and adopted; my sole object being to place at your disposal the result of the best information I have been able to accumulate, aided by my past experience in superintending such works.

Recapitulation of Proposed Works.

1st. For the making of the North Road from the Pêche to the Pickanock, 31 miles, at \$380, less remains of appropriation of 1861.....	\$ 8,780
2nd. For do. of 13½ miles of Suffolk Road.....	6,000
3rd. For do. of 16 miles of Hull & Bowman do.....	5,000
4th. For do. of 16 miles of Pontefract road.....	4,800
and Bridge over River Coulonge.....	3,232
5th. For do. of the main road up the Gatineau to the River Desert, 55 miles from the Puagan upwards.....	19,448

(Were a special Parliamentary Grant obtainable for the Gatineau roads, the amount should not be less than \$35,772 for the part from the Puagan upwards, \$4,000 for the part below, and \$4,800 for a bridge over the Gatineau, which is much required about six miles above the mouth of it.)

Further Works proposed to be afterwards prosecuted.

The West Road in Derry or the East Road on do. or both.

The continuation of the Suffolk Road to Lake Monoming.

The building of a Bridge over Black River in Waltham.

The continuation of the Gatineau Road towards Lake Baskatong.

But prior to that the continuation of the Gatineau and Coulonge Road.

For the position of the roads and works referred to in this report, I beg to refer to the accompanying map of the Counties of Ottawa and Pontiac. In it the representation of proposed roads not yet surveyed, it is only intended to indicate the locality and direction of them, leaving their position to be better determined by exploration and survey.

There is great danger of avaricious people, who own land elsewhere, taking up lands on Colonization roads as soon as it is known that they are to be opened, to the obstruction of settlers who really want the lots. To prevent this abuse the conditions of actual settlement should be promptly and rigidly enforced to the letter, and confiscation take place without a single day's delay, just in the same manner as has been punctually done for many years with lumberers' licences in this agency, when they failed to comply with the conditions required of them, though they might have made many payments on their licenses previously, and might lose thousands of dollars by the confiscation.

It would certainly be quite as easy and at least as just to enforce confiscation on the pretended settlers.