

RECAPITULATION OF EXPENDITURE.

Onslow and Masham road	785.00
Onslow and Clarendon Front do.....	735.00
Pontiac Front do.....	535.00
Eardley and Masham do.....	371.50
Clarendon and Thorne do.....	251.50
Total.....	<u>\$2,678.00</u>

RECAPITULATION OF BALANCES ON HAND, 1ST JANUARY, 1862.

Onslow and Masham Road.....	\$ 115.00
Onslow and Clarendon Front do.....	265.00
Pontiac Front do.....	365.00
Eardley and Masham do	27.00

Total as per account current \$ 772.00

Expended in January, 1862, on account of Onslow and Clarendon road, paid John Gordon \$5.20.

PROPOSED WORKS.

From information heretofore acquired, and recent careful investigation, I would respectfully recommend the following as the most suitable further works for the advancement of Colonization in the Counties of Ottawa and Pontiac.

1st. The opening of the north road surveyed by Messrs. Bouchette and Ayleen, on and near the line between the Counties of Ottawa and Pontiac, northward and southward, from the point where it intersects the west end of the ten miles of the Gatineau and Coulange road now nearly completed.

The bridge built over the Stag Creek, where they intersect, serves for both of these roads. This north road line is laid off into lots, and by Mr. Ayleen's report from seven-eighths to four-fifths of them are fit for settlement, on the 13½ miles from Stag Creek northward to the Pickanock, which, including sinuosities may be upwards of 16 miles of road. It passes along the front of the township of Stanhope, now called Alleyn, recently sub-divided into lots by Provincial Land Surveyor Holmes, who reports it to contain much good land, especially south of the Pickanock, which agrees with what was previously known as to that part. From Mr. Holmes' statements, and Provincial Surveyor O'Hanly's report of exploration of that and other townships, it would appear that by turning westward, this road line could be continued at least twelve miles further inland, generally fit for settlement, southward of Stag Creek the land on this line, as far as the 8th range of Masham, is all suitable for settlement, which with sinuosities may be fifteen miles of road line.

This would give upward of thirty miles of settlement road in the most favorable country the valley of the Gatineau affords, besides its probable extension at the north end, and the continuation westward of the Gatineau and Coulange road, all branching from the part of the latter made last season. As this extent is all, as yet, unoccupied, I consider it the most advantageous and most readily available field for the formation of settlement in the territory under my charge. As timber agent, I would therefore propose the opening of this road as the first object to be provided for, and that I should devote to the making of it the remainder of the appropriation of last season, with as much of the appropriation for the ensuing season as may be available for it.

To make this road as good as the best class of colonization roads in Upper Canada, would require an outlay of about \$500 a mile; some of them cost nearly \$700 a mile, partly from defective original specifications and partly, in some cases, from their having required going over from not having been completely made at first. The accompanying specification affords a better road, for the cost, than any other that can be made. It con-