

REPORT

ON THE

Ottawa and Pontiac Colonization Roads.

CROWN TIMBER OFFICE,
Ottawa, 27th March, 1862.

SIR,—I should have had the honor, at an earlier date, of reporting on the progress of last seasons works on the Colonization Roads in the Counties of Ottawa and Pontiac, entrusted to my charge, had it not been that the unavoidably late commencement of some of the works carried them far into the winter; and that unexpected difficulties in compilation, and other causes beyond my control delayed the preparation of such a map of the country north of the Ottawa, as seemed necessary to shew in a satisfactory manner the roads forming the subject of report and the surveyed Townships they are designed to reach to, or through which they pass.

The works to be reported upon are of two classes; the works performed under the appropriation of \$10,000 for the Counties of Ottawa and Pontiac for the year 1861, and those made in expenditure of the remaining appropriations of former years.

The works under the appropriations for the year 1861 consist of—

1st. The making of ten miles of the Gatineau and Coulouge road in the township of Low.
2nd. The improvement of the Thorue road, and the linking of three miles in continuation of it, leading to the Gatineau and Coulouge road, in the township of Leslie.

3rd. The building and repair of bridges on the Gatineau and Desert Road.

The works under remaining appropriations of former years are—

1st. The opening of the Onslow and Masham road.

2nd. The improvement of the front road in the lower part of Pontiac.

3rd. The opening of the Eardly and Masham road.

4th. Works on the front road in the upper part of the County of Pontiac.

The Gatineau and Coulouge road was originally projected, and traced in the field by Messrs. Bouchette and Ayley, from the Puagan Falls on the river Gatineau, about thirty miles above its mouth, to the settlements on the Ottawa at the mouth of the river Coulouge, a distance of forty-nine miles; passing successively through the central part of the township of Low, the front of Cawood, generally along the line between Leslie and Horne, along the rear of Litchfield and through the south-east corner of Mansfield.

The ten miles of it contracted for, and very nearly completed, extend from the main road on the Gatineau into the last range of the township of Low. It is the most important part of the whole line, not only because it passes through the best land upon it, but also because it gives access to the road line traced northward from the river Pêche in Masham, along the rear ranges of the townships of Low and Aylwin, to the river Pickanuck in the township of Wright, which passes through the greatest extent of land generally admitting of settlement that there is in the lower part of the valley of the Gatineau.

The intersection of these two roads therefore forms a point from which settlement roads could most advantageously be opened extending northward, southward and westward, and will be further explained in proposing the works most immediately serviceable for the ensuing season. The greater usefulness in this manner of the first part of the Gatineau and Coulouge road became a reason for making it in a more thorough manner than might be necessary in the case of a less important road.