

## BOARD OF WORKS OFFICE,

3RD FEBRUARY, 1845.

**SUPPLEMENTARY REPORT,** Describing more in detail the Works which have been done upon the Ottawa and Madawaska Rivers, towards the facilitating the getting up of Supplies and the running of the Lumber, with other information connected therewith.

The works done may be enumerated as follows :—

*River Madawaska.*

Slides and Dams constructed at the High Falls and Ragged Chute, a Station House, Store House and Office, built for the accommodation of the Slide Master.

A Portage Road constructed at the High Falls, and improvement of the Road round Calobogie Lake for lumber purposes.

Blasting and removing two Reefs and portions of two Islands, and other obstructions in Barrets Chute.

Blasting and removing the Waba Rock and Shoal, with sundry Reefs and Rocks in the Calobogie Rapids.

Blasting and removing sundry Boulders and Reefs in the Little Rapids, (2 miles below Calobogie.)

Excavating and removing Johnson's Rock and Point, and blasting scattered Rocks, and sundry other obstructions in Long Rapids in McNab Township.

Excavating and removing sundry Rocks in Landon's Rapids and Fidler's Elbow, and removing the Hogs back, and part of the Lower Island in Landon's Chute, (3 miles from the mouth.)

*River Ottawa.*

Slide and Dam constructed at the Mountain.

Excavating and removing a Point at the foot of the Current, below the Slide.

A Station House, Store House and Office, built for the accommodation of the Slide Master.

Dams and Slides constructed at the Calumet.

A Stone Station House, Store House and Office, for the accommodation of the Slide Master, and a double walled (stone and wood) Magazine for storage of Powder.

Road from Portage du Fort to Calumet improved, cross-layed and bridged where necessary.

A Return and Portage Road completed from foot to head of Calumet, mostly over rocky knolls, and along rocky side Hills. A Ferry Scow built to ply at foot of Calumet, so as to establish a forwarding line from Portage du Fort to head of Calumet.

Considerable quantity of rock removed from the Lower Chute and Rapids, below the Slides in the Calumet.

Slide and Dams constructed at the Joachims, 145 miles above Bytown.

A suitable Station House and Out Offices for Slide Master, together with a House for storage of Lumber supplies.

Excavation at foot of Upper Rapids to facilitate and secure the entrance of Cribbs into the Basin at the head of the Slide.

Sundry Rocks and other obstructions, and the Rock Island at the foot of the Chute in the Rocher Capitaine Rapids, 22 miles above the Joachims, removed.

Independent of the great facilities obtained by the foregoing works, to the getting down of the Lumber early in the season, and the risk of those fatal accidents which unfortunately have hitherto annually occurred being very much lessened, the saving in the transport of supplies, which is effected by them generally, may be comprehended from the single case of the cost of transport heretofore at the Portage du Fort, which is shewn by the following extract from a letter on that subject :—

" Previous to making the improvement, goods and supplies for the Trade were landed from the Steam Boat at Portage du Fort and stored there, until the Canoes, with orders for them, arrived from above. The articles were then carted over the Portage du Fort, one mile at a cost of six pence per cwt., and were canoed thence to Miller's Bay. From Miller's Bay they were carted to the Dargee Bay, three miles at six pence per cwt., they were again canoed to the foot of the Calumet, (less than a mile,) and were thence carted in part and partly carried by men to the head of the Calumet, at the rate of 7½d. per cwt.

" Canoes are manned at an average in the proportion of one man to every four cwt. of lading, and a Canoe coming down for a load almost invariably took three days from the time of landing at the head of the Calumet, until it was again loaded and ready to leave there on the way upward. Each Canoe-man with finding, costs his employer at least 5s. per diem, therefore Canoes-men forwarding made a cost of 3s. 9d. per cwt., and allowing the damage to the Bark Canoe, which is always subject to much injury from loading and unloading, not to exceed 3d. per cwt., the whole cost of cartage, &c., is 5s. 7½d. per cwt.; Whereas in consequence of the improvements effected last year, supplies, &c., were forwarded over the same portion of the River Ottawa, namely, from Portage du Fort to the head of the Calumet at 1s. 6d. per cwt. being a saving of 4s. 1½d. per cwt.; and in this charge of 1s. 6d. per cwt. is included an allowance for a month's storage at the Calumet, when required.

" The difference in transport is therefore 4s. 1½d. per cwt., and as the quantity of Pork, Flour, Goods, &c., forwarded during the past season, amounted nearly to 364 Tons, the saving to the Lumber Trade at this point in the matter of forwarding alone, amounts to £1501 10 0."

The following statement, which I am of opinion may safely be relied on, shews the quantity of Timber which will probably pass through the respective Slides of the Ottawa and Madawaska, during the approaching Spring, and the Revenue which will be produced therefrom; distinguishing that arising from the Slides in the hands of Government, from that received on the Slides of individuals.