

report, and both strongly recommended, so long ago as 1832, to Sir John Colborne, who declared it to be his intention of trying both as soon as circumstances admitted. Nine years have been required to bring the plank road into notice, and the timber road has never been tried in this province, though it has been extensively resorted to in Russia.

The timber road is constructed as follows:—

Trees of the most durable kind are felled, and a slab either sawed or hewed from each side; it is then sawed down the middle the reverse way, which gives two half trees of any given length or dimensions; these with the sawed side uppermost, form the surface of the road.

Sleepers are laid either horizontally or laterally, buried in the earth, to which the timber forming the face of the road is to be fixed by trenails.

These half trees which form the road may be laid either lengthways or crossways; if lengthways, the sleepers are laid the reverse, and it is proposed to cut a mortise in the end to allow of a strong wedge to be driven in to force the timbers which compose the road close together; dowels are also to be inserted between the half trees to prevent shaking or deflection, and thus to form the whole into a solid and inflexible mass.

The timber may be of pine, chesnut, elm, oak, black ash, cedar, or red beech.

It is believed that a road so formed will be more durable than a plank road,—it will not cost more in any case, and in new portions of the country where saw-mills are few and distant, will cost much less, especially if the sawing be done by a portable saw machine.

It is asserted that such roads from their solidity will, (especially if laid longitudinally,) diminish the force of traction of wheel carriages.

GENERAL REMARKS.

The foregoing calculations shew that plank roads (or timber) may be made throughout the Province at about half the cost to the country of macadamized roads, even when they can be

made for £1500 per mile, which is very seldom the case.

They also shew that after taking into account the expense of keeping both in a continued state of perfect repair, that a great saving is effected by the adoption of plank over macadamized roads.

The estimate is made on a supposition that a plank road will require to be renewed every eight years, whereas from the present appearance of the road leading to Kingston there is every reason to believe that it will last much longer,—and it is asserted by many that a well made timber road will last full twelve years.

Plank roads or timber roads are far more agreeable to travel, are less noisy, less dusty in dry weather, and less muddy in wet weather, than macadamized roads, causing much less wear to the tire of wheels, and far less injurious to the feet of horses, whose shoes will wear three times as long, or which indeed are scarcely required. The carriages are drawn with much less labour, and if required they offer great facilities to the use of locomotives, when the country shall require them.

Plank or timber roads convert to useful purposes a vast quantity of timber otherwise valueless.

They can be made with much greater celerity than macadamized roads, and require in their construction only such materials as farmers and others have to dispose of, namely, timber, axemen, rough carpenters, labourers and teams,—and can be prepared in the winter months.

Above all, from their cheaper construction they will admit of half the amount of the toll which is necessary to sustain macadamized roads, thus aiding the farmer in the cost of transport, and diminishing his expenses,—and consequently benefiting all classes of the community.

And finally, by the diminished amount required as compared with macadamized roads, the same sum will make substantial plank or timber roads on all our roads, both side line and concession roads, as will be necessary to macadamize the principal high-ways through the Province.