

sort of wharf of cedar pickets. The water working through into the interior of the wharf occasioned the bank to fall in. Demerse threw in dry stone promiscuously and without order, and since that time no falling of the bank has taken place. I must remark that it was not until the 10th of July, to my knowledge, that the Surveyor to the Road Trust measured the distance from the bridge on the land of Mr. Boileau, to the widow Migneault's lot opposite to the crossing-place.

*Melchior Alphonse de Salaberry*, Esq., a member of the Committee, declared that he knows the place in question, as having had a personal acquaintance with them since his childhood. To the best of his knowledge, the statements made by Mr. Timothée Kimber are generally true; but he is unable to speak in a manner absolutely certain as to the respective breadth of the several lots of ground possessed by each individual on the bank of the Basin.

Mr *Alexandre Bigouesse*, of Chambly, Trader, called in; and corroborated the evidence given by Dr. Kimber: He also added that when the petition was made to the Special council, to pray for the establishment of the Road from Longueuil to Chambly, the owners of property lying on the Basin would have refused to sign the Petition, without an addition which was then made in the margin in pencil, and which it was understood should form part of the Petition, praying that no change should be made on the direction of the road as then established along the Basin.

## APPENDIX.

### Letter from the Trustees of the Longueuil and Chambly Turnpike Road to the Honorable Dominick Daly, Provincial Secretary.

*Chambly, 12th July, 1841.*

SIR,—In answer to the Petition of certain Inhabitants resident on the Basin of Chambly, against the projected improvement in the line of road, we have the honor to forward the Report of the Engineer, shewing a comparative estimate of the distances and the expense of the two lines; by which it will appear that there is a saving of about two thirds of a mile of distance, and of £759 15s. 9d. of expense. We have also to state that the words of the Ordinance, probably in contemplation of this improvement, distinctly require “that there *shall be one Road* to the horse-boat, and *another* to a point within 200 yards of the fort.” The new line is nearly the same as that invariably adopted in winter, and known as the winter road; and the object of the Trustees is, to give to the public the same benefit, both in summer and winter.

It may also be observed that the parties who reside on the edge of the Basin, have no real grounds of complaint; because, although it is true that the money devoted to the improvement of the road, for the general benefit of the public, will not be laid out for the security and improvement of their private interests, they remain in full possession of the road which passes in front of their dwellings *in statu quo*: for the repair of which the law provides, whilst the public will have the benefit of two roads—a short one, and one more easily kept in repair for those who desire expeditions and commodious travelling—and a longer one for those who desire more fully to enjoy the picturesque scenery of the Basin.

We have the honor to be, Sir,  
Your obedient humble servants,

GEO. CATHCART, AUGUSTUS HALL, JOHN BUNKER, LOUIS GAREAU, JOHN SWAIL,	}	Trustees of the Longueuil and Chambly Turnpike Road.
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Hon. Dominick Daly, Provincial Secretary.