

Caxton. We followed the blaze in a south easterly direction; the country level and well timbered. We passed down two or three Ravines, and came to the River Machiche about twenty five feet wide. We felled a tree and crossed, and shortly after came to a swamp, which we left at Post eleven. From Post twelve to fifteen is a fine tract of land covered with beech and maple. This ridge which is so well calculated for a Road extends as far westward as Saint Antoine in Mr. Gury's Seignior, and by all accounts continues on to the River du Loup above Becker's mills, and thence towards the Township of Brandon. We followed the ridge in a north east course through a growth of young timber. The Country continued perfectly level until we reached a descent of about five hundred feet called the "Cote des 14 arpents," this brought us again to the River Machiche; the Bridge which had formerly existed, was washed away, and we crossed the River on a tree, below a small rapid. On reaching the opposite shore we found ourselves on an Island, from which we crossed on another tree, to the main land. The soil since leaving Caxton had become poor and sandy. There were but few large trees standing, as all the hardwood had been cut down several years before, for the use of the Forges. We again resumed our journey by ascending gradually to the summit of a small hill. The Road lay along the bed of a Brook where cut logs had formerly been placed. In making a Road it would be easy to avoid this, by passing a short distance to the northward. Having gained the summit of this Hill, we continued over a level tract until we came to a small descent of loose sandy soil, called the "Cote croche." Here we struck upon the Road leading to the Grays Rapids on the River St Maurice, in a few minutes we passed the Road branching off to the Gabelle Rapids. We could hear the roar of the Falls distinctly. Knowing we were within nine miles of the Forges, and willing to take advantage of the fineness of the evening, we determined to push on for the Forges. We continued through a thick wood of spruce and balsam and crossed two small swamps. We also passed a Road branching off towards the west in the direction of Machiche. We reached the Forges at seven o'clock, and were fortunate in finding Mr. James Bell who had arrived only a few hours before from Three Rivers. We were most hospitably entertained by this gentleman and our friend Mr. Macauley.

November 18th.

By making a forced march yesterday, we escaped being exposed to one of the most stormy nights that had occurred for many weeks past. We took leave of our kind friends at the Forges, and reached Three Rivers about two o'clock in the afternoon, where we saw Mr. Burns, to whom we delivered over the men to be discharged. The following morning we embarked on board the Steam Boat for Montreal, where we arrived on Monday morning the twentieth.

Having reported ourselves to the Commissioners, we embarked the same evening, and reached Quebec on the twenty second of November.

F. L. INGALL.
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REMARKS
ON THE
FOREGOING JOURNAL.
By MR. INGALL.

It will be seen by a perusal of the preceding pages that the Explorers confined their researches principally to ascertaining whether the Country they were traversing was of a nature to admit of immediate Settlement, and of having a Road carried through it from the River Ottawa, to the old Road of the Forges on the River St Maurice. I shall therefore commence my remarks, by speaking in the first instance upon the possibility of opening the proposed Road.

That part of the Route between Grenville and the River Assomption offers no obstacle but might be easily surmounted by occasionally verging to the north or south of the line pursued. From the River Assomption to Lake Maskinongé the Country is equally eligible for the formation of a Road, and if a line com-

mencing at the third Range of the Township of Brandon, and leaving it at the first Range, is followed, instead of that running between the fourth and fifth, a much more level tract of land will be met with.

From the Lake Maskinongé to the old Road of the Forges, the line followed was in many places so rugged, and in others so swampy, as to render it problematical whether a Road could be carried through, under an expense altogether inadequate to the advantages to be obtained. But it will be observed by referring to the Chart, that a level beech ridge extends from the River St. Maurice to the River du Loup near Becker's Mills. This ridge is particularly well adapted for a Road; and there is little doubt that the same description of Country extends in a straight line as far as the Township of Brandon.

By pursuing this Route instead of the one followed, not only will the facilities for opening a Road be found equal to any other portion of the District, but the distance somewhat shortened by avoiding the acute angle which would be formed by going so far north as Lake Maskinongé. Some part of this tract is already inhabited, and the remainder fit for immediate settlement.

The large Rivers, none of which exceed 110 feet in width, are few, consisting of the North River, Lac Ourreau, Assomption, Maskinongé, and du Loup. The smaller Rivers although numerous, are not deep, and afford great facilities for the erection of Bridges.

The Hills are in general easily avoided, and where that is not altogether feasible, they will, upon a little examination, be found to afford a gradual ascent. The swamps are of a nature to be successfully drained, and not often, very extensive.

The Country traversed by the expedition was, generally speaking, of a good description, well watered and bearing fine timber. In some places the Settlers had penetrated as far back as our Line; and there is no doubt that were the Country open to easy access by a great Road, a numerous population would in a few years hence, be found cultivating what is now a gloomy wilderness.

This District possesses one great advantage of the utmost consequence to the early settler; all its Lakes and Rivers abound in fish to that degree, as to be capable of affording the winter supply of food to large bodies of people.

The Climate is healthy, and by the accounts of the few residents, not so severe in winter as at Montreal. This probably is owing to its not being exposed to the piercing north and north-east winds which sweep up the Valley of the St. Lawrence, with great violence in the Spring and Fall of the year.

The features of the Country may be called hilly; the tops of the hills now and then exhibiting the bare and rugged faces of a sienetic Rock; but the sides of these hills, and the adjoining valleys (which are in general watered by a stream,) consists of a light marle, in which sometimes the clay, and sometimes the sand, is found to predominate, but always containing a sufficient admixture of Carbonate of lime, the decomposition of the Calcareous spar so abundant in the District. This constitutes it a good base soil for the rich vegetable mould which is found in most parts of the route forming the upper strata.

The Scenery is variable and full of beauty; from the gently swelling eminence to the more lofty and rugged hill, or steep precipice;—the placid Lake, turbulent River, and extensive Valley. The Country abounds in naturally strong military positions almost inaccessible to the stranger, and generally commanding all the Country in their immediate vicinity.

The advantages to be derived by this Province in opening a great Road, between the Rivers Ottawa and St. Maurice, are numerous and of the utmost consequence. My limits are too prescribed to dilate upon those advantages with the minuteness the subject deserves. I shall therefore content myself with giving a cursory glance at those which occur to me as among the most prominent.

In the first place, one great object would be accomplished in shortening the distance between Three Rivers and Grenville, the present computed distance being about 150 miles; whereas the distance between Three Rivers and Grenville by the proposed Route being only 114 miles, a saving of 36 miles would be obtained. This (particularly in the winter,) would be a great consideration, either to the Traveller or Merchant.

It also occurs to me, that should any unforeseen event again plunge this Province in a war with the United States, it might be found necessary to convey Military Stores to the Upper Province, by the Road in question, and which would be perfectly independent of the St. Lawrence above Three Rivers; and the Ottawa below Grenville.

But perhaps one of the more immediate consequences of the highest importance to this Province, would be the speedy settlement of an extensive and valuable tract of land, possessing a peculiarly

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Appendix
(Z.)
1st March.