

the public lands as are fit for it; especially in such cases as this, where the road is the highway of an extensive lumber trade, which creates a highly profitable market for the settlers and causes settlement to extend and prosper where it otherwise would not yet be in existence.

This would seem to afford an argument in favor of granting assistance to the Gatineau macadamised road company, should they proceed with their design, as it would, no doubt, most powerfully forward the settlement of the Gatineau country. Uncertainty as to how much of the road they may improve, renders it difficult to estimate definitely any sum for this portion of the road, between the probable end of their works and the Puagan, where improvement is certainly required, and be provided for in a general estimate for this road, in case of a grant being obtained for it. An expenditure of at least \$4,000 would probably be desirable on this section, besides anything the company may be able to do.

The upper part of the Gatineau road, from the Puagan to the river Desert, is that on which expenditure in completing and improving it is most urgently required, not only to give access to several townships containing together much land suitable for settlement, but also for the benefit of the existing settlements and the important trade of the country. The distance is stated to be fifty-five miles. Much of it is merely a lumber track or winter road, parts of it have been worked upon by the settlers, as well as the lumberers. Some colonization funds have been spent on other parts of it. The worst part of it, owing to natural difficulty, is the first twelve miles above the Puagan. It is with much difficulty and some danger that an unloaded buck board can be drawn through from the Puagan to the Indian Mission Settlement at the river Desert, in the township of Maniwaki.

The first twelve miles, from the Puagan to the river Kazabazaa, embraces much of the most expensive ground to make a road upon that can be found. It has been opened from twelve to twenty feet wide. With some dry, even ground it presents steep clay hills, much very rocky ground, varied with long deep miry places, where the remains of numerous pine stumps that have merely been cut close by the ground, will be more expensive to take out than if the trees were left standing. The opening of the road in this imperfect manner and the making of some good causeways, a little side cutting, and some bridges was all that the limited funds hitherto available admitted of being done on such parts of the whole line as were worked on, and excepting partly in clearings, the grubbing and making the road, including ditching, grading and crowning, excavation and culverts, and the building and re-building of many bridges, has all to be done.

A new bridge is required on the Kazabazaa, 263 feet in length of work, and four feet higher than the present imperfect old one.

The next thirteen miles to the river Pickanock, in the township of Wright, passes over much more favorable ground; the cost per mile of making it a good road will be not much more than half the rate of the preceding portion.

The following nine miles from the Pickanock to Mr. Leamy's farm, at the upper outlet of Wright, would cost still less on an average per mile, were it not for two considerable bridges required, for which I have taken the necessary measurements. Beyond this no work whatever has been done with colonization monies.

The next six miles reaching to the middle of the township of Bouchette, owing to there being much unfavorable rocky ground, with two considerable bridges to be built, will be about twice as expensive to make as the last.

The remaining fifteen miles to the river Desert, though at present merely a narrow winter road, will be much less expensive in making than the preceding, being generally very favorable ground, but is all in woods till about a mile from the river Desert.

To make a fair turnpike road of the whole of this upper fifty-five miles in the manner described in the annexed specification but one-third wider, would, on account of the extremely unfavorable character of parts of it, probably cost about \$35,772. But by careful management in concentrating the labor on the bad and impassable parts of it, and making the last fifteen miles in the smallest scale to be useful, the whole might be made fairly passable for loaded wagons for about \$19,448.

This sum represents the smallest scale of work that Government could have performed without disadvantage or considerable loss of labor; and it would be necessary that it should be incurred if the settlement of the Indian township of Maniwaki, and the surveyed townships opposite and above it on the east side, containing much good land, be considered