

Including \$100 for the making of the road approaching the site at the east end, appropriation should be \$3,232; with the \$1,800 estimated for the Pontefract road, total for these works would be \$8,032.

A bridge is also much required on Black River; at thirteen miles by the road above the Coulouge. Black River is the last large river on the Pontiac road which terminates twenty miles beyond it, at the foot of Deep River, where precipitous mountains come to shore, rendering the continuing of the road along it impracticable; it will have to be carried through the valleys behind.

Though the extent of land fit for settlement in this direction is comparatively small, it would be a mistake to suppose that the public domain is too unimportant or unprofitable to justify such considerable expenditures on account of it. The land that is good is usually profitable to the cultivator, and much of the remainder now yields and will continue to yield a larger revenue to the Crown than the sale of the lands would represent, by the produce of its forests, which afford profitable employment to thousands on the spot, and in the commerce it creates.

The making and improvement of the main road up the Gatineau is the next subject I would suggest as meriting attention; not as being of less importance than the preceding works mentioned, but because its claims to consideration apart from its character as a colonization road are such as to merit a special parliamentary grant.

Apart from being the inlet to the lands suitable for settlement on the banks of the Gatineau and in the valleys of its many tributaries, it is now the main road of a numerous though rather thinly scattered population who can hardly be expected, unassisted, to make and maintain a road of ninety miles in length, passing frequently over very rugged uncultivated ground, and which is much used by the traffic of a branch of trade that yields a large profit to Government.

Besides the price of lands sold, Government must have already received upwards of half a million dollars as revenue for lumber cut on the Gatineau. Lumbering was carried on upon it to a large extent upwards of thirty years ago, and during the last nine years alone, I collected in ground rents and duties on saw logs cut on it, \$221,909, and far from being exhausted, the annual revenue has been gradually increasing from \$18,454 in 1853, to \$33,264 in 1861.

It would not seem unreasonable were the inhabitants of that section of country to ask one year's revenue, in thirty, of the public domain, to assist them in giving access to it for the purposes of trade and the extension of settlement in it.

The Gatineau road naturally presents itself in two principal divisions. The lower part, from the village of Hull, opposite the city of Ottawa, up the west bank of the Gatineau to Brooks's, at the Puagan Falls, in the township of Low, is thirty-five and a half miles in length. For this distance the road passes generally over rich clay soil, the alluvial flats of the river, with rocky ground on the spurs of the hills, which occasionally come close to the river, sometimes in precipitous rocky bluffs, hemming the road in to the narrowest practicable space along their base.

A stage runs regularly from the Ottawa to the Puagan. The land in that distance is all taken up and occupied, and the road in dry weather is a good country road, and much labor has been spent on parts of it by the inhabitants, but in continuous wet weather it becomes exceedingly cut up, with the deepest possible ruts, owing to the richness of the soil and the great traffic upon it. In many places it needs ditching and culverts, and there are some dangerous old bridges upon it, and bad rocky hills that are serious obstacles, requiring much expenditure to improve them.

A company was, I believe, formed for the macadamising of twenty-four and a half miles of this road, and a survey of the line and estimate of the cost of making it a macadamised road were made by George H. Perry, Esquire, Civil Engineer, but nothing further has since been done to my knowledge.

In a country like that north of the Ottawa, where the land fit for settlement is much exceeded in quantity by that which is unfit for cultivation, and is so frequently to be found in blocks too small and scattered to admit of the formation of extensive lines of settlement or to warrant the opening of colonization roads to them in detail; the improvement of main roads such as this which are absolutely necessary, to give access to the interior lands generally, is a very certain and advantageous way of forwarding the settlement of such parts of