

steamboat communication, and facilitates access to the vacant lands north of it, above the stage du Fort.

The remains of appropriations of former years for the front road in the upper part of the County of Pontiac, under which works were performed last season, were \$650 for the part from Black River in Waltham to the Coulonge in Mansfield, and \$250 for the Coulonge and Deep River Road, to be spent on the uncompleted part in the upper part of Chichester.

As it was not till I received an official communication of the 22nd October, that I was informed of the amounts actually at my disposal, or the works to which they were applicable, remaining of former appropriations and that in some cases, after that, remote localities had to be visited, and the work to be done ascertained, and agreements made on the part of the landowners for carrying them on, including the collection of men, and the purchase and forwarding of tools and provisions, it will be evident that some of the works were necessarily only commenced, when such operations generally are being closed and reported upon.

Under such circumstances, I trust that it will not be considered extraordinary that the works were not all completed.

As the work to be done under the last mentioned appropriations, consisted chiefly in the building of several bridges, the want of which constituted the chief obstacles on the road between the Coulonge and Black River, it could be proceeded with, though late in the season. I instructed Mr. Alexander Proudfoot of Mansfield, who was strongly recommended to me by Mr. Bryson and Mr. Poupore, M. P. P., on account of his ability and character, to employ a party of suitable men by the day and proceed with the building of the bridges and to make the best arrangement he could for the opening of the road required in the township of Chichester.

He suspended proceeding with the latter at the instance of the Municipal Council of Chichester, who were anxious to submit a change in the line of road to my decision.

Mr. Proudfoot was interrupted by severe illness and by unfavorable weather for getting out of the timber for bridge work in progress; his works will be completed during the incoming season.

He has, however, built three substantial bridges of hewn timber, one of 30 and two of 56 feet in length, of 9, 7 and 12 feet in height respectively, with another of 150 feet in length in course of construction, when he ceased working, besides making at St. Gully a heavy side cutting of 600 feet in length, with log side wall; all in the township of Mansfield.

The expenditure charged in my account to 31st December last, on account of the works under Mr. Proudfoot's charge, amounts to \$535, leaving a balance then unexpended of \$365. to be applied to them next season. (See Synopsis herewith.)

When at Mansfield making arrangements for getting these works done, I made a sectional measurement of the bridge site on the river Coulonge on this road, so as to enable me to make an estimate for a bridge there, as the want of one renders this river, which is four hundred feet wide and nearly six feet deep in the channel, a great obstruction to travel and the extension of settlement. I beg further to refer to it in the concluding suggestions as to further works.

The opening of the Eardley and Masham road is the last work remaining to be mentioned of those under appropriations of former years.

This road extends from the settlements on the Ottawa in the township of Eardley to those on the river Pêche in Masham, passing through the notch in the Eardley mountains with very gradual ascent, behind the steamboat landing of Rocky Point. It is the shortest and most favorable route into the settlement on the upper part of the Pêche, and is part of the northerly road line traced by Messrs. Bouchette and Aylen, to the township of Pickanock.

From where the opening of it commenced in Eardley, to the river Pêche, it is a road of over six and a half miles in length. The work on it was done by Mr. Moogins (who owns a saw mill on it,) as overseer, with a party of men hired by the day. It consisted in opening out, through woods, of about three and a quarter miles of it, and elsewhere in repairing an old lumber road that in places coincided with it, to the width of 16 or 20 feet, and the partial building of a bridge on it over McGee's Creek, which is 20 feet in length of cord and 14 feet in height; but which was not finished owing to the formation of ice on the steep banks at it, rendering it dangerous and too difficult to be finished late in winter.

The app  
ged in m  
endon an  
With a  
ay for the  
Besides  
account to  
begins over  
direction,  
that road,  
ation, the s  
tley and M  
It will be  
tract in the  
meers, with  
This was  
work not a  
rding time  
a competent  
report, gives

Synopsis o  
ember, 1861  
ities of Ott

Payment  
and C  
Do. or a  
Do. on a  
Do. for a  
Do. to P.  
works  
Contingen  
noissan  
Remuner  
and of  
years...

Total rece  
Do. expen

Balance in

Synopsis of e  
tiac, autumn 1

Amount...  
Expenditur  
Proportion  
Proportion

Balance unc