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These two last mentioned roads would give access to the nearest vacant lands in the county of Ottawa, suitable for settlement.

The settlements generally forming on the Rivière aux Lièvres, and the large amount of revenue that government has realized from the extensive lumbering operations that have years been carried on in connection with milling establishments at the thriving village of Buckingham on that river, are strong reasons for opening a road up its valley, but as the country on the banks of the river, to a considerable extent, presents difficulties requiring careful examination, I am not in possession of the information necessary to enable me to give any opinion of value as to where such a road should be located.

I have made these suggestions and observations as presenting subjects for further consideration with a view to the development of the lower part of the county of Ottawa.

Turning to a more remote part of the Ottawa country, I would in the fourth place recommend as meriting an appropriation of colonization funds for the opening of a road up the west side of the river Coulonge, to give access to a tract of good land in the west part of the township of Pontefract, and between it and Black River, and the building of a bridge over the river Coulonge.

The township of Pontefract was surveyed lately by Mr. J. Robertson, of Fitzroy. He is a very reliable and thoroughly practical judge of the quality of land; what he calls good land is unquestionably so. He condemns as unsuitable for settlement that part of the township lying east of the river Coulonge, even where it is very fine looking hardwood land, it is in general too shallow in soil for proper cultivation or certainty of crop in dry seasons, though the demand for farm produce will doubtless soon lead settlers to occupy the better part of it.

The west side of the township, however, contains much good land fit for settlement for about eleven ranges in depth, which also extends westward towards Black River.

The small proportion of good land in this part of the Ottawa country, compared with the great extent suitable only for lumbering, renders this tract of much value for settlement. It is near the Ottawa, and being on the way to the extensive lumbering regions on the Coulonge and Black River, the settlers will be in the most advantageous position for obtaining good prices for their produce, and the road, so far as it may be opened, will present the double advantage of being useful to the lumberers working up these rivers, as well as to the settlers.

I would suggest that this road should be opened from the front Pontiac road in Mansfield back four miles through that township to Pontefract, and thence about twelve miles further to and along its west outline, the site to be more definitely determined on survey of the line—in all say sixteen miles, at \$300 a mile, making it a road of the third class, as regards scale of work, would require an outlay of \$4,800.

The Coulonge is the first unbridged river in the main front road on the north side of the Ottawa, above the city, and being a large one, it is the first serious obstacle to communication and to the progress of settlement.

The river Coulonge enters the Ottawa about a hundred miles above the city, and as the country at that distance is but partially settled and only on the front, the main road here is virtually a colonization road essential to the further progress of settlement, and the building of a bridge over the river Coulonge is much required, not only for the upward travel on the Ottawa in connection with lumber trade and the eastern settlements, but also for the extension of settlement in the townships on the main river, as well as on the tracts in the rear like that just mentioned.

As already mentioned, I took the necessary sectional measurement of the river to enable me to make a plan and estimate of the proposed bridge. The river is there four hundred feet wide and about six feet deep in the channel, with a strong current and high steep banks and therefore quite unfordable. The bridge requires to be five hundred and ten feet in length, and twenty four feet in height from the bottom of the channel. It should have six water ways, of sixty feet wide, or five of seventy-two feet, with queen-post tresses in the latter case, or king-post tresses in the former; the cost would be equal in either case. To give security, as the bottom is of shifting sand, the piers should be well sunk with projecting foundation pieces, to give breadth of bearing, and they should be sent down with a good bed of fascines under them, which will prevent the eddy behind the piers and the plunge of the swell in front during freshets, from undermining their foundations.