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Desert road, is the
appropriation of 1861

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31, for necessary objects
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a bridge over Lep
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the Desert road now

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expended \$735,

er Mr. Benjamin
nsive lumbering
ended.

The improvement of the front road, in the lower part of Pontiac, was done under the appropriation of \$1,000 for that road from the County line between Ottawa and Pontiac to Portage du Fort.

On careful examination and inquiry, I found that expenditure on improvement was required on parts of the road in Clarendon, where it is rough and miry, and especially the township of Onslow, below the river Quio, where there was an extent of about four miles of extremely bad road, one half of it being over rough rocky ledges, and the other miry and unmade, requiring much work in ditching, &c. This piece of road had long been the chief obstruction to communication by land between the county of Pontiac and the city of Ottawa. The building of several bridges on the front road, in the lower part of the township of Onslow was also very much required.

Elsewhere, especially in the township of Bristol, I found the road good and presenting no obstruction to travel, and therefore not meriting any expenditure on it from the appropriation, while the other parts mentioned so much more required it. My examination took place at a time when country roads are in their worst possible condition.

With the exception of the improvement of a dangerous spot, on a bare rock, on the road in Clarendon, the doing of any work upon it in that township was deferred, not only because it was so late in the season but also because an apparently desirable change of a part of the road was proposed, which required examination.

The expenditure of last season was therefore limited to the improvement of the very bad parts of the road in Onslow, and the building of bridges already mentioned.

This work was also done by Mr. Benjamin Moore and his party, and in such a manner as to elicit an official expression of approbation from the Municipal Council.

The work was commenced at the north side of the Quio bridge, on No. 11 of the 3rd range of Onslow, and consisted in the making of bad spots by crowning and draining, the moving of rocks, cutting of side hills, the making of nearly a mile in all of ditches, with many culverts. On one hill nearly 300 tons of stone were removed, and part used for breast work. Only 136 feet of causeway were made, but on the lower part of the road, seven bridges were built, amounting to 464 feet in length, some of them eleven feet in height, and all constructed most substantially.

The total expenditure charged in my account to 31st December last, on account of the works on this road of the \$1,000 appropriated is \$735, leaving a balance unexpended of \$265 for works to be done in Clarendon. (See Synopsis herewith.)

Parties in Clarendon acquainted with the ground informed me that for about seven miles, between No. 8 and No. 21 of the second range of that township, where there is a great bend in the front road, and some bad ground to be passed, the bend could be cut off, saving upwards of a mile of distance, and a much better site found by carrying the road nearly straight between the above points, passing in, or along the rear of the 1st range, wholly through a dry, nearly bare sandy red pine brûlé--and the change of the line here is strongly recommended by some of the leading settlers, as it would give a constantly dry road that would require almost no repair instead of the present line, whose clay ground will always become exceedingly cut up, in wet weather in the fall. The parties recommending the alteration say, with justice, that though it would not benefit them, as they do not reside on the proposed line, it would be a great advantage to the general travel, especially of people from the Upper Canada side of the Ottawa, who would cross on the bridge now building at Portage du Fort and avail themselves of the road on the north side of the Ottawa, which, by cutting off the great bend of the river is about ten miles shorter than the road on the south side to Ottawa city; which is all unquestionably true.

Not having time to do so myself, I employed two competent persons to go over the proposed line, who found it to be as stated. \$500 in addition to the balance remaining of the appropriation would open this line and give a better and shorter road than the present one and a road that would be sound and useful in the wet weather late in the fall, when most required, when the other would be scarcely passable. It is extremely difficult to see why it should be made with colonization road funds, but an additional appropriation for it would be at least as justifiable in that respect as the one already made.

If by strict definition a colonization road be one necessary to give access through, or to public lands fit for settlement, not already otherwise accessible, the front road in the upper part of Pontiac is much more strictly one, as it extends beyond existing continuous