

side in what roads are to be assumed as Provincial roads.

Toll gates should at once be established on such generally.

Outline if general system for the maintenance of macadamized or gravelled roads.

Dépôts of materials.

Their number and capacity to be governed by circumstances.

Dépôts to be numbered and a registry of them to be kept.

Dépôts to be filled by contract.

Spreading of the metal to be done under working Overseers or by contract.

Contracts may be made for keeping the road in repair.

Periodical general inspection of the roads.

The officers to furnish reports and estimates.

Additional powers required to procure materials for the works.

Much expense in obtaining materials at present, even from land worthless for farming purposes.

System for the maintenance of the plank roads suggested.

on, that the Parliament should define what roads are to be assumed as "Provincial Roads," and should they embrace portions constructed by the districts; I presume the districts would be relieved from their charge, and Toll Gates generally established, the proceeds of which would be paid in directly to the Receiver General, and the expense of maintaining such main roads charged upon the general Revenue of the Province.

The system of maintenance I would consider most effectual upon the macadamized or gravelled Roads would be to have regular dépôts for materials at convenient distances, established along the lines of the Roads; the number and capacity of the dépôts to be governed by the quantity of materials required for the annual maintenance of the Roads. The dépôt on each Road should be regularly numbered and measured and a registry kept thereof; whereby much facility would be afforded in the subsequent superintendence. The filling of these dépôts to be let out by public advertisement from time to time as required, but care of course should be taken to regulate the periods for requiring the furnishing of the materials with regard to their cheap carriage, &c. The distribution of the metal upon the Roads, may either be under the direction of working overseers, or by small contracts, and in some cases when the Road is put into an effective state, it will be found advantageous to let out the keeping of it in repair in portions of, say, from 3 to 5 miles, the materials to be used being those laid up in the dépôts. It is important in my judgment, that for the purposes of repair, the material should be furnished by parties distinct from those subsequently to spread it. A periodical general inspection to be made of all the Roads by officers of the department under whose charge they may be placed, who will give the necessary instructions to the respective working overseers or contractors, as the case may be, and will report in full upon the state of the Roads, &c., and furnish estimates for any General Repair, building or repair of Bridges, &c., that he may consider necessary.

In the present state of the country, before property becomes more improved and subdivided, it is very desirable, in my opinion, that some provision should be made by Law, authorizing the obtaining from the adjoining lands, the materials required for the keeping in repair of these works. It does not appear to me unreasonable that from all wild lands, it should be lawful, under proper restrictions, to take all such stone or gravel as is required for such public purposes without any payment; and when it is necessary to procure those materials from improved land, I conceive the only compensation to be made should be for the damage done to the surface, at the rate per acre for which the land would be taken for farming purposes. The procurement of these materials in many cases from crags and other equally unprofitable portions of farms, has been attended with very heavy expense, although prior to their being required, the proprietors would have been happy to have got rid of them in any way. Such powers should not of course extend to the obtaining of stone or gravel from quarries or gravel pits actually opened and worked, and the property of individuals. In such cases, the value of the material should be arbitrated upon or agreed for.

The maintenance of the Plank Roads for the first few years will consist chiefly in attending strictly to their drainage, and in making good such parts where from subsidence in the formation under the plank, or other causes, the planks spring, or do not lie solid; where from attrition or decay, partial repair may be necessary, it can be effected, either under an overseer, or by letting out the repair of the Road, in lengths of from 5 to 10 miles.

Besides these Roads which have been gravelled or macadamized out of the Revenues of the Province and for which a system of maintenance has been suggested in the foregoing, there is another class of Roads, to which, in my opinion, that system would not be applicable. I refer particularly to the Gosford Road, which opens a direct communication between the Eastern Townships and Quebec; to the Port Sarnia Road, which is an extension of the main Province Line from London to the foot of Lake Huron, and which, from the distance saved by it will no doubt in a little time become the thoroughfare of a considerable portion of the Western travel, and finally the London and Chatham and Amherstburg Road being a direct continuation of the main Provincial Highway from London by Chatham, (where the travelling by it meets the steamboats) to Sandwich, opposite Detroit; thus forming a continuous High-post-road from the Western extremity of the Province to Quebec.

The Roads I have just enumerated are, or will be shortly completed, so far as relates to drainage, formation and grading; but the surface is formed of the natural soil which on most of the Lines being of a rich vegetable nature will take a considerable time to consolidate, during which they will require constant attention, otherwise they will become impassable. It is generally considered that the imposition of tolls on Roads so incomplete would not be just; their maintenance therefore must be otherwise provided for. In many cases, they pass through a great extent of wild or unoccupied land, and their maintenance cannot be imposed on the scanty population adjoining. The Legislature must therefore in its wisdom determine on a system for their maintenance.

The maintenance of the Bridges I conceive should be directly by the Department, and from their being closely attended to, and due care taken of them, their duration will be found far to exceed that of the Bridges generally heretofore constructed.

The system of maintenance for the Harbours, should, in my opinion, be the same as that suggested for the Bridges.

The maintenance of the works of the Canals will, I trust, from the very permanent and durable nature of their construction, be attended with but little expense. A steady practical Overseer upon each, reporting weekly to the department under whose charge the Works may be placed, and with sufficient experience to meet any emergency or accident that may occur, will, with the periodical inspection of the Officers of the Department, in my judgment, be sufficient. In connection with this part of the subject, I think it necessary to state, that a general system of proper Registration and Measurement of Vessels appears to me highly desirable and necessary for the prevention of fraud. How far such regulations could be made to bear on all Vessels, whether foreign or provincial, passing through our Canals, is for the Law Officers of the Crown to say.

The foregoing are my views generally upon the "maintenance" of the Provincial Roads, Bridges, Harbours and Canals.

With respect to the maintenance of another very important class of Works, the Light-Houses, Buoys, &c., from Montreal to Lake Huron, I am persuaded it would be very much for the benefit of the Province and tend much to economy were a suitable Steam Vessel provided; by means of which the supplies of every description could be served out annually to the various Light-Houses, and the cost of the necessary annual repairs, whether of the Buildings or of the Lamps, &c.,

Maintenance of Light-houses, Buoys, &c., from Montreal to Lake Huron.

To have a tender Vessel, by means of which the supplies would be