

Mode of collection of Tolls at the Bridges suggested for the first year.

A mechanic to be the Collector capable also of attending to the Bridge.

Bridge should for one year be an exception to that proposed for the Bridges generally. From the peculiar nature of the work, I conceive, it will require for the first year the careful and daily attention of a skilful mechanic, to observe the effects of the climate on it, and to regulate the tension of the main and suspension chains &c., accordingly. I propose therefore, that a trust-worthy person of that class, should be appointed collector for the first year, after which the Tolls may be put up to competition, as in the case of all the other Bridges.

The suspension Bridge being the first of its description undertaken in the Province, necessarily engaged during the past season a good deal of the attention of this Department, especially of Mr. Keefer, the Engineer to the Board, to whom the details of the work generally were entrusted. That they could not have been in safer hands, the judgment, science and mechanical skill, evinced in every part of the work fully prove; and in justice to that Gentleman I cannot allow this opportunity to pass without thus publicly expressing my acknowledgments of his valuable services and cordial co-operation, in this, as well as in all the other important works, which have been or are being carried on under this Department: I entertain no doubt, but that his career will be alike creditable to the Province of which he is a native, and to the Upper Canada College, of which he was a distinguished pupil.

The slides partly available last season.

Altho' imperfect, the waters having risen before they could be completed.

The works of the second class embraced within the appropriation for the Ottawa, namely, the slides, were, prior to the running of the timber last spring, so near completion, as to be partially available to the trade, although imperfect at the time in many respects. The height of water in them was not properly regulated, and the floods had risen before the aprons at the foot of the slides could be constructed. Some reefs of rock also in the beds of the rivers were not removed, owing to all of which much inconvenience was experienced in running the cribs. I attach no blame, however to Mr. Nagle, the Superintendent, who deserves, I conceive, on the contrary, every credit for the rapidity and the manner in which these very important works were constructed under more than ordinary difficulties. Whatever imperfections have been discovered in the slides will be rectified, and the removal of the several shoals, jutting rocks, &c., and other unfinished work will be effected, so that the full benefit of these works may be had next spring.

Will be fully ready for the Trade next season.

Many circumstances tended to render their construction more expensive than was contemplated. The difficulty of procuring a sufficiency of labourers, owing to the remoteness and isolated position of the works, the expense of forwarding the supplies of provisions, as well as of materials, tools, powder, &c.; the extraordinary hardness of the rock after getting down a little into it, and the great number of reefs and detached rocks, which, although not calculated for, upon the waters being very low, it was necessary to remove.

These works will produce an ample Revenue.

And their construction has encouraged individual enterprise.

Highly desirable that the control of the Ottawa throughout should be in the hands of the Government.

The same observations apply to the works on the Madawaska, but upon the whole the strictest economy, consistent with the substantial and permanent construction of the works, has been observed, and a much greater extent of indispensable improvement in the channel of the River in many parts effected than was provided for. Independent of the great facilities which will be afforded to the trade by these works, there is no doubt whatever of the outlay being amply remunerative, and the construction of those on the Madawaska has already encouraged Messrs. Egan, Gilmour, and other spirited individuals, to undertake improvements to a considerable extent on the upper parts of that River. I am still of opinion, as stated in my former Report, that the entire control of the Ottawa should be in the

hands of Government. If it were the case, I conceive additional facilities could be afforded to the trade, and its interests advanced, at the same time that the Revenue of the Province could be much increased therefrom: the purchasing of (and some amendment to) the slide at the Portage du Fort and of the residue of the term of the late G. Buchanan's slide at the Chats, and the construction of a good slide in the timber channel at Bytown, would effectually secure this great object.

The rates and Tolls could be thereby apportioned, and the Lumber Interests advanced. Slides at the Portage du Fort and at the Chats to be obtained.

At present lumberers, in running their timber down, must, in some cases, pass it through the public slides, and in others, through the slides, the property of individuals; the Government therefore have not the power of reducing, equalizing or proportioning the rates of slidage, which could be done, did the opportunity exist of running the timber through by means of slides under their control; and the expenditure on the public slides materially tends to increase the Revenue from those belonging to individuals, whilst from the position of the latter, no such advantage is reciprocated. For proposed rates of Tolls on slides, see Appendix (Letter B.)

An excellent portage road has been made at the Calumet Falls in conjunction with the slides there, and also at the Deux-Joachim; an improvement of a similar nature between the Chaudière and the Chats Lake is also very much required, and would be easy of execution. The portage, there, is at present very inconvenient; a dam should be thrown across one of the branches of the Mississippi which would render it navigable for a considerable distance down, and thus shorten the Portage road to the Lake, near Fitzroy Harbour, considerably. Were this road then made moderately good, and a small wharf constructed at each end, it would much facilitate and of course cheapen the forwarding of the supplies. The same object would still further be secured were the present very bad Portage road from the suspension bridge to the Lake at Aylmer also improved. The traffic on this road is very great, and a moderate toll on it would amply cover the cost of its improvement and maintenance and pay the interest on the outlay.

Improvement of the portage between the Chaudière and Chats Lakes very much required.

The improvement of the portage from the Chat Lake near Aylmer to the Union Bridge very much required, and if effected would amply pay.

As immediately connected with the subject of the improvements of these Portage roads with the view to cheapen the transport of the supplies required in the lumber trade, is that of opening a new and direct communication between Lake Ontario and the extensive Timber Districts on the Madawaska, Pittowawa, &c., respecting the utility and the proper line for which so much difference of opinion exists. In addition to the above-mentioned object, as I understand it, this communication is proposed for the opening, and tending to the settlement of large tracts of lands situated North and North West of Kingston, between it and the Lake des Allumettes.

The Country immediately in the rear of Kingston, although broken and very much intersected by several Lakes and barren ridges, is reported to contain various patches of good land, and after some 30 or 35 miles, it is said to be well suited for settlement, thence to the Allumettes; I can only speak from my own knowledge of the Northern section, a large portion of which is fine hard-wood land.

The ridge of unproductive Country back of Kingston appears to me to divide (as to supply) the whole timber Country South of the Allumettes into two, but not equal parts; the Eastern being much the greater, and for which the Brockville and Prescott Country, Perth, the Towns on the Rideau and Bytown are, in my opinion, the natural depôts and sources of supply, especially Bytown, which from its position and water communication must ever be the principal channel,