

bed, where the wheels
or dry sandy country
substitute for crowning
to be used as such in
dry and even carriage
to grow up again in
lose off by the surface
the roots, stumps and
s of the stumps will
s for rapid travelling.
bed out at more cost
useways be made of
their being dragged
possibility of teams
afterwards properly

labor, that in open-
and a sound road
for two vehicles to
areas for settlement,

and to that provided
or for the opening
ing the road as men-
will cuttings, as to
fect in the centre
d wagon. This is
a rough but pass-
s are, in many ex-
way on it. Such

h of the road and
o be cut close to
hout.

work that would
become completely
ing woods.
together on the
visions and labor
so frequent in
ven, and as the
for produce and
l be very much

made according
ays and bridges

mile.
quality to those
d to the usual

anation of pro-
Masham to the
large road made
Gatineau, it is
e sufficient to
\$380 a mile,

owing the completion of it to the scale of the first class mentioned, to be afterwards per-
formed, as it may, without any loss of work, should its future extension or importance as a
settlement road render it desirable.

In connection with this, the opening of the Gatineau and Coulange road westward,
from the part made this season, might be continued, on the above scale, to the termination
of the road made this season, as already mentioned, in Thorne, a distance of fifteen miles,
and thence twelve miles further. But as the land on the first fifteen miles is not so suit-
able for settlement as on the north road (though more than half of it will eventually be
occupied), and as the westerly twelve miles of road line, though passing through good
land already partly settled, has not been definitely ascertained to lead to any considerable
extent of good land beyond it, neither of them (though well worth opening, and meriting
an appropriation, should there be funds disposable) are so important or so immediately de-
sirable to be opened as the north road already mentioned, or the others that I shall next
specify.

Though secondary, as a great inlet for settlement, to the main road up the Gatineau,
to which I shall again revert, a road up the valley of the River Petite Nation is the next
that merits attention from its immediate utility and probable great importance from the
extent of good land it will open for settlement.

This road line commences at the existing road in the township of Ripon, on the east
side of the river Petite Nation. Thirteen and a half miles of it were marked out last fall,
by Mr. Ledue, under my direction, as before mentioned, leading up through the township
of Suffolk to its north outline. I would propose continuing thirty or thirty-five miles fur-
ther northward, to Lake Monaming, a tributary of the River Rouge, where, from definite
information and documents of survey in my possession, it would traverse a large tract of
arable land, of a superior quality for settlement.

On the part surveyed by Mr. Ledue, he says he found "the land, though uneven
generally, yet nevertheless very advantageous for settlement, the soil rich and suitable for
cultivation and the production of all kinds of crops; the wood-maple, beech, hemlock,
basswood, and fir of a tall growth, with very little pine;" and in an exploratory excursion
northward, from the end of the road line he traced, he found the soil to continue arable
and fit for settlement. For thirty-five miles of this line my information is from surveys
performed at the near and the far end of it; of the middle part, the reports of lumber
hunters who have traversed it, are very favorable, describing the land as resembling that
of Suffolk.

As this presents us with the site of a general highway of forty or fifty miles in
length, from which lines of settlement may be opened along concessions branching from it,
right and left, as in Suffolk, with the lumbering works on the Petite Nation and the river
Rouge offering a considerable market for farm produce, and being the nearest and one of
the largest favorable tracts on the Ottawa, it offers an important field for colonization, es-
pecially for the surplus population of the adjoining seigniories and parishes.

I would suggest that this should be opened as a first class colonization road, as de-
scribed in the accompanying specification. As labor is rather cheaper in that locality than
in some others on the Ottawa, the cost might be somewhat under \$500 a mile, all charges
included, especially as dry loam is the prevalent soil in parts.

To open the thirteen and a half miles laid out would, at the above rate, cost \$6,750.
By reducing the work to levelling solidly on very dry, sandy ground, \$6,000 might be
sufficient.

The third work I would suggest, as most urgently meriting attention, is the road from
the rear of the township of Hull to Priest's Creek and the township of Bowman on the
Rivière aux Lièvres.

This line of road touches the north-west angle of Templeton, and continues nearly
along the line between Wakefield and Portland to Bowman. A small appropriation of
colonization road money was very advantageously expended upon it last season, by Wm.
Hamilton, Esq., of Cantly, in commencing to open it at the lower end. It should be con-
tinued at least sixteen miles further. It passes through a large tract of good land, lying
partly in Wakefield, Portland and Denholm, now being settled, giving the most direct ac-
cess to it from the City of Ottawa. It would open up most advantageously the land fit
or settlement between the Gatineau and the Rivière aux Lièvres, and on the west bank of