

curred in my receiving the answers; several, however, have now reached me, and as delay cannot but be inconvenient, I shall prefer sending the information I have already obtained to waiting till it shall be more perfect.

You will observe that in the preceding pages I have not referred to that part of the report of the Commissioners of the 21st April last, which relates to the assistance of emigrants out of funds raised in the colony. As the whole revenues of the United Province, whether arising from the sale of land or any other source, are, after certain deductions, placed by the Union Act at the disposal of the Legislature, and as those revenues will probably for some years be not more than sufficient to defray the burthens now imposed on them and to provide for the public works which must be continued, it has appeared to me unnecessary to enter on a subject which could lead to no practical result.—But I must observe, in respect to the Canada and the British North American Companies, that the bargain which they originally made

with the Crown would, under proper management, have been so advantageous that they appear to me to have no claim to any peculiar indulgence in the matter of emigration. In respect to the North American Colonial Association of Ireland, I can only state that their operations have been very much kept out of view in this country; but as far as they are known, I should be sorry to see the Government in any way connected with or countenancing them. If the shareholders were to be alone the sufferers, it would be of little moment, but I anticipate serious consequences whenever the unfortunate persons who may have made purchases of land of this company shall arrive to take possession of their property, if it has been acquired on the terms set forth in the prospectus which has been published.

I have, &c.

(Signed)

SYDENHAM.

The Right Hon.

Lord John Russell, &c.

THE RELATIVE COST AND ADVANTAGES OF MACADAMIZED, PLANK, AND TIMBER ROADS.

THE following Report on Roads is made by a Civil Engineer of this Province. The subject of our public roads is one of paramount importance, and we receive with great satisfaction any statement or calculation founded, as those contained in the following paper most undoubtedly are, on sound practical knowledge.

A celebrated writer has remarked, that the state of the civilization of a country may be judged of by the condition of its roads. We hope the estimate of the civilization of Canada will not be made during the months of March and April, or during those of November and December. Bad as our roads are proverbially, they probably have never been worse than during the last two months. Wheel carriages have been in many directions out of the question, and where they have been used, they have travelled at between one and two miles an hour only, and then attended with a distressing exercise of animal labour, as well as of money in the repair of wheels and harness. Mails have for the most part been carried on horse-

back, and have been days after their usual time. Bridges have been swept away, at a great loss to the country, and to the very serious detriment of farmers and men of business.

All these evils loudly demand a remedy, and that remedy can only be found in the adoption of an entirely new system in the management of both our roads and bridges.

We look with anxiety and yet with confidence, to the establishment of the new board of works for remedial measures to these real evils.

We cannot too strongly enforce upon the minds of the Farmers of Canada the views expressed in the March number of the *Review*, in which is pointed out, as we believe most truly, to how great a degree they may, by a proper mode of procedure, improve the roads themselves, and obtain the two important advantages, of good roads on which to travel, and a profitable employment for their teams and labour in making them.

Farmers should never forget that the difference to them between a bad and a good road