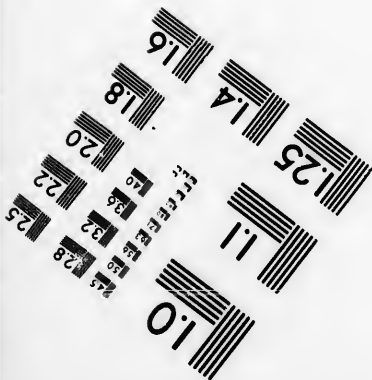
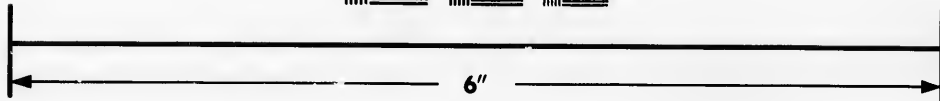
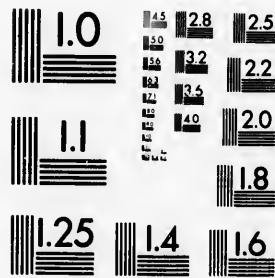


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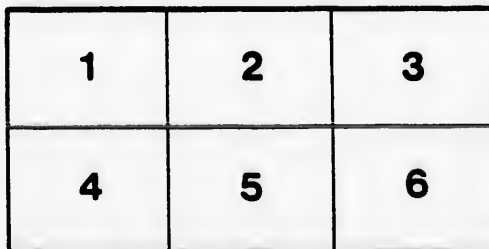
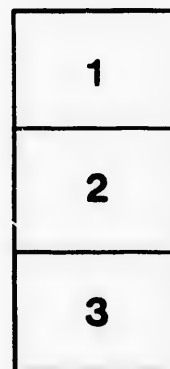
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BEING

PR

REPORTS OF AGENTS

ON THE

COLONIZATION ROADS

IN CANADA:

BEING APPENDICES FROM THE ANNUAL REPORT, FOR 1863,
OF THE HONORABLE WILLIAM McDUGALL,
COMMISSIONER OF CROWN LANDS.



QUEBEC:
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REPORT OF THE AGENT OF THE ADDINGTON ROAD.

TAMWORTH, January 9th, 1864.

SIR,—I beg leave to forward to your department the annual report of the condition of the Addington Road, and the prospects of the settlement thereon.

I found that portion of the road not repaired last year, which leads over hills, sadly out of condition; the water has worn off the lighter material down the slopes, and uncovered boulders and rocks, rendering travel difficult. Many of the wooden causeways have become worn, and broken logs are frequently met with that are really dangerous for teams to cross. Several casualties occurred last year; one poor man lost a borrowed horse, and had to pay for it; several horses were seriously injured by their feet slipping between the worn logs. The Clare River bridge is in a dangerous state; the head of the piers that are in the channel have sunk; the up-stringers have been raised to correspond with the lower ones by blocking, but the sinking continues, and that part over the channel is very sideling, and must sooner or later topple over. Also a portion of the bridge at head of Marinaw Lake is much damaged from the raising of the lake by a mill dam; the covering of the south half is afloat during the open part of the year.

Owing to the scarcity of provisions, arising from the loss of the crop in 1862, some poor persons with large families have been forced to remove from the settlement, so that the census of this year foots less than that of the prior; but the places rendered vacant on that account have been filled by parties with smaller families, and in some instances by single men; the change is an improvement, although it has lessened the population.

The crushing effect of the disaster of 1862 has not been got over by the good crop of last year, because of the paucity of seed grain and roots available last spring. All crops that were sown early gave abundant yield, but the extreme small quantity of seed sown renders the present crop but little more productive than that of the former year. In the article of wheat there is a falling off, but the quality is so superior that it is of more value than that of 1862. The growth of that year was rendered so defective by drought and frost, that five bushels by measure produced but one hundred pounds of inferior flour, whilst two and a half of the present crop yield the same amount, and of an excellent quality. All the other cereals, as well as roots, are inferior to none raised in Canada; although there is not a much greater increase in the number of bushels produced, yet the actual value is fully double. The municipality of Barrie obtained, through the "Seed Grain Act" of last year, some three hundred bushels of seed grain of various kinds; but it was so late in the season before it was sown, that but little of it ripened, and that municipality has involved itself in debt without a corresponding benefit.

There is a loss of 33 inhabitants in the census of this year, but it is not all attributable to parties leaving the settlement; several persons who have accomplished their settling duties on gift lots and obtained their patents, have become purchasers of Crown lands, and portions of their families are engaged on them. The number of inhabitants on the gift lots are 717, and they possess a large number of domestic animals, except horses, in which there has been a falling off; they have, during the year, cleared 285 acres of land, and there remains chopped 150 acres of spring clearing.

In my intercourse with the settlers during my recent visit, I found all grateful for the kindness manifested by the Government in providing, through the work on the road last summer, means for them to procure provisions, and their only regret is that they were so short of seed last spring. All believe that if seed could have been obtained sufficient to have covered the ground prepared, connected with the aid of the Government during the summer, that the pressure of the bad crops of 1862 would have passed away, but it will be severely felt next year, for many settlers cannot, from what they have raised, bread their families and save seed; hence a great lack will be found in the spring; nor can they devise any feasible plan within their power to supply the deficiency.

Several parties complain of having their grain injured by the grub shortly after it sprung up. Corn, peas and buckwheat suffered the most. Competent judges estimate that the crop of the above cereals was shortened one-half. The grub ravages were not alone confined to the new townships; it spread wide over the old townships in front; but the effect thereof was less felt in the old than in the new, where so little was sown. But with all the drawbacks from frost, grubs, and short seed, I found no despondency; but a looking forward to a sunny future; they are aware that next year will be still hard for provisions and seed, but they are preparing for the trouble that is ahead by saving seed as much as lies in their power, and reserving it for the coming spring.

I have the honor to be, sir,
Your most obd't. servant,
(Signed) EBENEZER PERRY.

The Hon. Wm. McDougall, Commissioner,
Quebec, C. E.

ABSTRACT of Statistics of Addington Road for the year 1863 :—

VALUE OF ARTICLES, ESTIMATED AT CURRENT RATE IN SETTLEMENT.

Spring Wheat,* 1703 bushels	@ \$ 1.00	\$ 1,703 00
Oats, 4771 "	@ 0.50	2,385 50
Peas, 897 "	@ 0.80	717 60
Barley, 682 "	@ 1.00	682 00
Buckwheat, 623 "	@ 0.75	467 25
Corn, 233 "	@ 1.00	233 00
Beans, 19½ "	@ 2.00	39 00
Hersy, or Millet, 92½ "	@ 1.00	92 50
Potatoes, 9752 "	@ 0.50	4,876 00
Ruta Bago, 11651 "	@ 0.20	2,330 20
Globe Turnips, 1980 "	@ 0.12½	247 50
Tame Hay, 327½ tons	@ 17.50	5,726 87½
Wild Hay, 407 "	@ 8.00	3,256 00
Straw, 264½ "	@ 5.00	1,321 25
Maple Sugar, 7475 lbs.	@ 0.10	747 50
Molasses, 330 gals.	@ 0.80	264 00
Vinegar, 503 "	@ 0.25	125 75
Pork, 15089 lbs.	@ 0.07	1,056 23
Beef, 14765 "	@ 0.05	738 25
Mutton, 820 "	@ 0.05	36 00
Potash, 74½ brls.	@ 27.00	2,018 25
Full Cloth, 315 yds.	@ 1.25	393 75
Flannel, 267 "	@ 0.70	186 90
Shingles, 494 M.	@ 1.25	617 50
Lumber, 165 "	@ 6.00	990 00
Fur.....		214 00
Total		\$81,465 80½

The numbers of domestic animals owned by the settlers on the Addington Road are 58 horses, 71 yoke of oxen, 181 cows, 180 young cattle, 85 swine, and 162 sheep.

* There was, through the whole settlement, a lack of seed, but wheat was by far the less in quantity than other sorts. It could not be obtained unless brought from a distance; hence many persons had none to sow; nor was there a single settler that had as much as he wished.

REPORT OF THE AGENT FOR THE NORTHERLY PART OF THE BOBCAYGEON ROAD.

MINDEN, January 16th, 1864

To the Honorable the Commissioner of Crown Lands.

SIR,—I have the honor to transmit a statement of the settlers and produce on the northern section of the Bobcaygeon Road, for the year 1863.

In consequence of the great distance north, and the short time the settlers have been located, my present Report is rather limited.

The parties located seem content and happy in their new homes; nevertheless, there has been but little improvement in the place during the year. The principal cause is the bad state of the road north of Bell's line, which, although taken out of the contractor's hands, has not yet been finished.

The settlement at and near the Narrows of the Lake of Bays is in a thriving condition, there being very good land along the road as well as a large tract in rear of the Free Grants.

Number of lots located	54
Number of lots settled on, or having small clearings in readiness for moving into this winter.....	39
Total population.....	130
Number of acres cleared.....	144

NATIONALITY.

English, heads of families.....	17
Irish	20
Scotch.....	3
Canadian.....	14
Total.....	54

TOTAL QUANTITY OF PRODUCE AND VALUE.

Wheat.....	530 bushels	@	\$1 00		\$530 00
Oats.....	1265 "	@	0 45		569 25
Indian Corn.....	100 "	@	0 75		75 00
Potatoes.....	3110 "	@	0 25		777 50
Turnips.....	3500 "	@	0 12½		786 25
Timothy Hay.....	29 tons	@	11 00		319 00
Beaver ".....	54 "	@	7 00		378 00
Furs.....					780 00
Maple Sugar.....	1160 lbs	@	0 08		92 80
					\$4367 80

STOCK.

Cattle.....	46
Horses.....	3
Pigs.....	12
	63

I have the honor to be, sir,
Your obdt. servant,

(Signed)

GEORGE G. BOSWELL.
Free Grant Agent, North Bobcaygeon.

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REPORT OF THE AGENT FOR THE SOUTHERLY PART OF THE BOBCAYGEON ROAD.

CROWN LANDS AGENCY,
BOBCAYGEON Dec. 30th, 1863. }

To the Honorable the Commissioner of Crown Lands.

SIR,—I have the honor to submit, for your inspection, a report on the progress, &c., of Free Grants on the Bobcaygeon Road, as far as my agency extends; also a table, condensed from information gathered from Free Grant settlers, individually, showing the amount of crops, with their value, and general information, which show a large increase and improvement over 1862. This is owing, no doubt, to the favorable season—the entire absence of frosts during the past spring. The fact of the small increase of settlers on Free Grants, and the large increase of population, may be attributed to the number of Free Grant settlers who have sold portions of their lots to new settlers, whose names I have not put down as occupants of lots. No increase has taken place in the number of settlers beyond the Peterson Junction. This arises from the inferior quality of the lots, as settlers prefer buying land at seventy cents per acre in more available parts of the district, to settling on Free Grants so far back.

I beg also to mention that the very bad state of the Bobcaygeon Road has very much impeded the sale of lands during the past season. From Bobcaygeon to Burnt River, the road is just passable, but, with a small expenditure, might be very much improved. From Burnt River, the road, for six miles, is almost in an impassable state, and, in the spring and fall of the year, is really dangerous for teams. Accidents frequently occur on it. This state of things very much discourages intending settlers, and I feel satisfied that money expended on its improvement would soon be refunded by the increase of sales of land. In some cases a slight deviation from the road as it is at present, at a small expense, would avoid the most dangerous places, and give much satisfaction.

Among the improvements for the year are two grist mills in successful operation—one at the Gull River about two miles from the Road, the other at Burnt River, where the road crosses it, capable, each, of grinding a large quantity of grain; and it is estimated that there is sufficient wheat now raised in the back country to keep them both employed. This will be a great saving to the farmers of the place, as it dispenses with the necessity which hitherto existed, of drawing their grain twenty or thirty miles to mill.

Each of these mills has, in connection with it, a saw-mill, which saw about two thousand five hundred feet of lumber daily. This may be contrasted with the fact that in the Free Grants there are as yet no mills in operation.

There are also two saw-mills completed in the Township of Stanhope, from which (mills) quantities of lumber are floated down the waters of the Gull River to meet the increasing demand.

As to the settlement and population of the townships in the neighborhood of the road, I think they will be found to contain sextuple the number of inhabitants of the Free Grants, and to have a proportionate superiority in the amount of crops raised.

As to the available lands for settlement still not taken up, I find that large blocks still exist in the Townships of Galway, Snowdon, Cavendish, Stanhope and others, and perhaps about seventy lots in the Townships of Minden and Somerville. .

AGRICULTURAL AND OTHER PRODUCTS.

Wheat	428	acres.	6,428	bushels	@ \$1 00	per bush.	.....	\$6,428 00
Oats.....	309	"	7,320	"	@ 0 40	"	.....	2,928 00
Turnips.....	284	"	38,358	"	@ 0 15	"	.....	5,753 70
Potatoes.....	198	"	18,582	"	@ 0 25	"	.....	4,645 50
Peas.....	57	"	925	"	@ 0 60	"	.....	555 00
Barley.....	16	"	345	"	@ 1 00	"	.....	345 00
H.....	482	"	430	tons	@ 12 00	"	.....	5,160 00
Sugar.....			2,592	lbs	@ 0 10	"	.....	259 20

Molasses.....	98 gals	@	0 50	"	.....	49 00
Pasturage....	350 acres.	@	3 00	"	.....	1,050 00

Furs.....						\$27,163 40
12 barrels of Potash.....		@	\$20 00			5,000 00
200 M. of Lumber.....		@	7 00			240 00
500 M. Shingles.....		@	1 00			1,400 00
Garden produce.....						500 00
						1,000 00
						<u>\$35,803 40</u>

Turnips may appear rated at too high a price; but the lumbering operations will make them valuable in a short time.

NATIONALITY AND NUMBER OF SETTLERS ON THE ROBCCAYGEON ROAD, JAN. 1ST, 1864

Irish.....	112
English.....	43
Canadian.....	35
Scotch.....	16
German.....	1
French Canadian.....	1
Swedes.....	2
	<u>210 (families)</u>
Total population.....	<u>1002</u>

IMPROVEMENTS.

Aeres of land cleared.....	2499½
Aeres chopped.....	322½
Houses.....	173
Barns.....	92
Stables.....	156
Saw-mill.....	1

LIVE STOCK.

Horses.....	38	@	\$50 00	.....	\$1,900 00
Oxen.....	124	@	30 00	.....	3,720 00
Cows.....	203	@	15 00	.....	3,045 00
Young Cattle.....	211	@	6 00	.....	1,266 00
Pigs.....	238	@	3 00	.....	714 00
Sheep.....	58	@	4 00	.....	232 00
					<u>\$10,877 00</u>

All this shows unmistakably that this is one of the most prosperous of the newly settled sections of the country.

I have the honor to be, sir,
Your obedt. servt.,

RICHARD HUGHES,
Agent.

REPORT OF THE AGENT FOR THE HASTINGS ROAD.

HASTINGS ROAD AGENCY,
Madoc, January 14, 1864.

SIR,—I herewith have the honor to send my Statistical Report of the Settlement under my charge, for the year 1863.

The accompanying contain the following particulars, viz:—

- The number and description of each lot.
- The name of the settler in occupation.
- The number of acres cleared, with the number in process of clearing, and the number under cultivation on each lot.
- The quantity and description of produce raised on each lot.
- The quantity of potash manufactured by each settler.
- The buildings on each lot.
- The live stock owned by each settler; and
- The number of individuals in each resident family.

The following synopsis of the tables is presented for purpose of reference:

Total number of persons in possession of Free Grant lots on the 30th December, 1863.....	398
Of these, 27 are non-resident.	
The total population of resident settlers and their families on Free Grants at the same date is.....	<u>1,031</u>

NATIONAL ORIGIN OF SETTLERS.

England	48
Ireland	173
Scotland	43
Canada	91
Germany	27
France.....	2
Lower Provinces	2
Orkney	3
United States	9
	<u>398</u>

The number of new settlers located on Free Grant lots during the year 1863, is 22; of whom, 4 were natives of England, 4 of Ireland, 12 of Canada, and 2 of Scotland.

In addition to the Free Grant lots located, I have sold during the year 72 one-hundred acre lots of Crown and Clergy lands.

The total receipts on account of public lands in this agency, for the year 1863, amount to \$7,869-04, being a considerable increase over those of any previous year.

The number of acres cleared at the close of the year 1863, on Free Grants, is.....	4,791
In process of clearing.....	579½
Total.....	<u>5,370½</u>
Number in same condition at close of 1862.....	4,553

Increase during the year..... 817 acres

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Table of crops and industrial products on the Free Grant lots of Hastings Road Agency for the year 1863, taken from the tables collected by the agent, and showing in detail the quantities raised on each particular lot :

Wheat, 6,930 bushels	@	\$ 0.80	.....	\$ 5,544 00
Oats, 9,736 "	@	0.40	.....	3,894 40
Peas, 1,916 "	@	0.50	.....	958 00
Rye and Barley, 765 bush.	@	0.60	.....	459 00
Potatoes, 25,787 "	@	0.30	.....	7,736 10
Hay, 854½ tons	@	16.00	.....	13,672 00
Turnips, 42,802 bushels	@	0.20	.....	8,560 40
Maple Sugar and Molasses, 3,955 lbs. ..	@	0.10	.....	395 50
Indian Corn, 220 bushels	@	0.50	.....	110 00
Buckwheat, 180 "	@	0.50	.....	90 00
Millet, 211 "	@	0.80	.....	168 80
Straw, 1,240 tons	@	4.00	.....	4,960 00
Potash, 125½ barrels	@	30.00	.....	3,765 00
Sawn Lumber, 120 M. feet.....	@	8.00	.....	960 00
Shingles, 200 M. "	@	1.25	.....	250 00
Barrels for Potash, 325	@	1.50	.....	487 50
Deer killed by settlers, 80	@	3.00	.....	240 00
Furs sold on the Road during the year ..	Estimated at		.....	3,200 00
Fish taken by settlers estimated at .....			.....	400 00
Garden produce estimated at .....			.....	500 00
Turned Chairs and other wood work.....			.....	400 00

Total value..... \$62,750 70

In estimating the value of the several items of produce, I have been governed by the actual prices paid on the Road, and careful to put the price rather below than above the average. For instance, in the item of oats, I put the price at 40 cents per bushel, although they are in brisk demand at present on the upper part of the Road at 50 and 55 cents; and large sales have been made at these rates. In the item of hay, also, I have put the price at \$16, although many sales have been made at \$17 and \$18. I have also observed the same rule throughout in the collection of the statistics, in all cases where the grain was not threshed, to put the quantity rather below than over the probable yield, so that the tables may be relied upon as statistically correct.

In order that you may be in possession of full information in the most condensed form possible, I have prepared the following comparative tables, exhibiting the progress of settlement year by year, from the opening of my agency in 1856 down to the close of 1863:

TABLE NO. 1. GENERAL PROGRESS OF SETTLEMENT.

Years.....	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Locations entered.....	156	115	144	78	56	88	32	22
Aeres cleared.....	417	991	1547	2081	2681	3641	4553	5370
Buildings	60	134	187	262	336	407	512	580
Population	280	430	623	728	980	1010	970	1031
Horses	4	12	21	34	49	53	64	79
Horned Cattle.....	22	65	128	226	338	575	869	827
Hogs	40	72	90	120	194	448	517	613
Sheep .....	...	...	...	26	35	36	59	188
Value of Crops.....	no return	no return	\$21869.75	\$27659.32	\$36349.30	\$44418.15	\$46982.00	\$43792.79

TABLE NO. 2. COMPARATIVE TABLE OF PRINCIPAL ARTICLES OF PRODUCE.

Years.....	1860.	1861.	1862.	1863.
Wheat, bushels.....	7221	10248	6374	6930
Oats, ".....	11101	10345	7894	9736
Peas, ".....	640	1388	900	1916
Rye and Barley, bushels.....	445	403	527	765
Potatoes, ".....	24128	29250	16793	25870
Hay, tons.....	344	547	358	854½
Turnips, bushels.....	23059	29120	33710	42802
Potash, barrels.....	86	119	161	125½

It will be observed that the locations show a rapid decline in number after the first three years, particularly in '62 and '63. This decline is partly attributed to the introduction of the regulation requiring the payment of an entrance fee of \$5 on each Free Grant location at the close of 1861; but this regulation would not have affected the number of entries to so great an extent, were it not that the Free Grant lots remaining open for location at the last mentioned date and subsequently, were at a considerable distance from the front, and very difficult of access on account of the bad condition of the road. The same remark applies to the Free Grants now remaining on my hands for location; and, in order to obviate the disappointment arising from this fact to persons coming to this section from abroad to seek such locations, I have urged the opening of the lots on the town lines crossing the Hastings Road, between each range of townships, as Free Grants. This measure would unquestionably be highly beneficial in many respects. It would give strength, solidity and body to the long line of settlement established along the main road. It would bring the Crown Lands in the townships into rapid sale, by bringing them all into proximity with neighborhoods of resident settlers, and in this point of view it is a measure of great importance to the revenue. I am aware that the late Hon. Commissioner of Crown Lands, although favorably disposed towards the adoption of the proposed measure, was prevented from doing so by a doubt as to his authority under the Land Act to open any lots as Free Grants except those touching the main lines of colonization roads. I do not know whether the Department still entertains any doubt on this point; but if so, the measure is one of such great importance, and so much required, that such doubt ought to be removed by legislation if necessary.

Immediately connected with this point is the question of opening short lines of cross roads at intervals of five miles along the main line, in order to give easy access to the public lands in the townships. I dwelt at some length, in my last report, on this subject, and would beg to state now that the events of the year just closed have tended very strongly to confirm my opinion of the necessity of the measure.

By the departmental letter of the 1st September last, I was instructed to include the statistics of the townships with those of the Free Grants in my annual report, but the date at which I received order to collect the statistics (9th December) was so late, that it was impossible to collect them in time for this report. I made it a point, however, to collect all the information possible from such of the back settlers as I met along the Road, and from the township officers and others acquainted with the different settlements. From the information thus gathered, and my own knowledge, I am able to form a pretty accurate estimate of the crops raised in my agency on lots purchased from the Crown. I estimate the crops so raised at one-third in extent and value of those raised on the Free Grants, or \$21,000. In placing it at this low estimate, I follow the same rule before referred to—of being rather under than over—so that we are perfectly safe in placing the value of the products of this agency for 1863 at \$83,725.

The value of such reports as these made by the agents to the Department of Crown Lands depends entirely on their authenticity, and the reliance which can be placed on the statements of facts which they contain. The credit of the Department is, to a certain extent, pledged to the correctness of the published reports of its agents. The accuracy of my report of crops raised in 1861 was questioned in a report of a committee of the Legislative Assembly, published at the close of last session; but, as the most incontestible evidence

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exists to establish the correctness of my statements for the year in question, I think the Department is bound, for its own sake, as well as for the interests of truth and justice, to publish such corroborative evidence.

The year 1861 was one of great success in all the agricultural products in this section. My returns of crops were therefore large beyond precedent, and appeared to offer a fair mark for attack. Fortunately for me, it was also the year of the Provincial census, and the only one since the commencement of the settlement for which I could have procured corroborative evidence, taken by public officers of whom I had no knowledge or control. I append the figures from my report for 1861, and those of the census returns for Tudor, Lake, and the Hastings Road for the same year:—

MY REPORT FOR 1861.		CENSUS RETURNS FOR 1861.	
Spring Wheat, bushels...	1020	.....	10937
Barley and Rye, “	403	.....	502
Peas, “	1388	.....	1214
Oats, “	10345	.....	15600
Potatoes, “	29250	.....	35389
		51406 bushels.	63642
			51406

The Census exceeding my Report by 12236 bushels^s
of grain and roots.

This excess is accounted for by the fact that the census returns include the settlers in Tudor and Lake, who are upon lots other than Free Grants, while my report is confined to the Free Grant settlers in these townships. The excess is, however, greater than the whole produce raised by the back settlers. There were then only about 70 or 80 settlers in Tudor, and less than 20 in Lake, exclusive of those on Free Grants, whose crops are included in both returns.

ROAD IMPROVEMENTS.

During the summer of 1862, Mr. J. G. Haslett, P. L. S., and the writer, by the instructions of the Department, laid out and surveyed a series of deviations from the Hastings Road, with a view to its improvement, and the avoidance of numerous steep hills along the line. The longest of these alterations was that from the York River bridge on lot 54, in Faraday, to lot 41, in Montegle, a distance of nearly 11 miles. This piece of new road was nearly completed during the present year, and is pronounced by all persons who have seen it and who have travelled over the other roads, to be the best piece of colonization road in the Province. It is also the cheapest in point of cost, and is two miles shorter than the old road between the same points. The latter is also very hilly, while the new road is almost a perfect level from end to end.

Eleven miles of a new road laid out by Mr. J. A. Snow, P. L. S., in Tudor, were also made this year.

It is very desirable that the alterations laid down between the north boundary of Tudor and Lake, and the commencement of the new road at York River should be made early next year. If they were made, the road would be nearly level throughout, at least nearly all the bad hills would be avoided, and it would be much shorter; teams could carry fully double the loads they now carry, and the public lands in the upper townships would be brought into easy access and sale.

For details of expenditure on the roads, I beg to refer to the accounts and vouchers sent in to the Department herewith.

During the summer of 1863, considerable attention was attracted to the townships of Tudor and Lake, by the reported discoveries of deposits of copper and lead in several localities throughout these townships. The first attempt at mining was made near Glamire, on lot 28, 14th concession, Tudor, purchased by Mr. Thomas Richardson. Some very pure specimens of galena, containing 65 to 70 per cent. of lead, were taken out at this mine, but the working of it has not been continued to any extent. A mine was opened last autumn on lot 28, concession B, Tudor, held by Mr. John Kyngin, and has

been worked for about two months. A well-defined vein of galena was found here, averaging about three inches in thickness, with regular rock wall of limestone on the north-east side. This vein has been opened to a depth of some 18 or 20 feet, and 12 to 15 in length. Some 14 tons of the ore were taken out at this mine, which is worked by Messrs. P. Chard and Co.

Similar deposits of pure galena have been found in several other parts of Tudor, and, I am informed, also in the S. W. corner of Cashel.

In Lake, extensive deposits of copper ore have been found in the 3rd, 4th and 5th concessions; and a considerable quantity of the ore has been brought to the surface. Miners of experience and character have reported very favorably of these deposits, and a good many speculative purchases of lots in the vicinity have been made on the faith of the expectations so raised.

All the facts which have come to my knowledge in this connection tend strongly to confirm the opinion which I have always held and frequently expressed, respecting the immense undeveloped wealth of this section of the country.

GENERAL CONDITION OF THE SETTLERS, &C.

The year 1862 was one of general hardship and many trials to settlers in the backwoods. Many of the settlers in the lower townships suffered most severely from the scarcity of provisions, and the crops of 1863 were curtailed by the want of seed grain on the part of a large number, who were forced to use what they got for that purpose, in order to supply the actual requirements of their families for food. Had it not been for this circumstance, the crops, particularly of wheat, would have been much larger in 1863, as the season was in every respect most favorable. The crops were not injured by any kind of fly, insect, rust or blight, but were in general all that could be desired. The only complaint was that some of the late potatoes and oats were injured by frost; but this did not occur to any appreciable extent.

As an example of what can be done by the intelligent application of capital, industry and skill to farming operations in this part of Canada, I give you the result of this year's work on the Egan farm in Dungannon, taken from the statement of Mr. Johnson, the farmer in charge, for the present proprietors, Messrs. Harris, Bronson & Co., of Ottawa. This farm is situated near the York branch of the Madawaska river, 53 miles north of Madoc. It is therefore favorably located to test the capacity of North Central Canada as an agricultural country. It contains about 310 acres of clear land, the greater portion of which has been subjected to a system of exhaustive cultivation for the last eighteen years:

In the year 1863 there were about 100 acres of meadow, yielding		
of Clover and Timothy Hay, 70 tons, @ \$16.00		\$1,120 00
60 acres under Oats, 2500 bushels, @ 0.50		1,250 00
“ “ Potatoes, 1000 “ @ 0.30		300 00
“ “ Turnips, 1000 “ @ 0.20		200 00
Value of 100 acres under pasture for the year.....		600 00
		<hr/>
Gross value of Products.....		\$3,470 00
Estimated outlay in wages and subsistence of workmen and teams		1,600 00
		<hr/>
Net profit for the year		\$1,870 00

The quality of this land is by no means exceptional, there being many thousand acre of the same quality unoccupied in the same and the adjoining townships.

MILLS, SCHOOLS, POST-OFFICES, RELIGIOUS SERVICES, &C.

The saw and grist mills at L'Amable Lake, in Dungannon, and at the Papineau river, in Wicklow, have been in operation all the year. The mill-site at Beaver Creek is still unoccupied and unimproved. I would respectfully urge an early re-sale of this site, with the addition of 500 acres of land as an inducement to capitalists to undertake the erection of mills, which are much wanted at this point by the settlers in Tudor and Lake;

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Two schools have been kept open in Tudor for the greater part of the year ; one for a part of the summer in Limerick, and one for the whole year in Bangor. Some more effective method of applying the aid from the public Poor School Fund to schools in these back settlements is required. The technical difficulties existing in the present law and regulations of the Department of Common School superintendence act as an effectual bar to the reception of aid by the settlers in remote townships, where such aid would seem to be most required.

The Post-Office Department has continued to afford every possible aid by the establishment of new offices as fast as the progress of settlement required them, and by increasing the services of the offices on the lower part of the Road. We have now two mails each week to Bannockburn, Millbridge and Glanmire. We have five post-offices on the Road, and two more are about to be opened. I feel it incumbent upon me to mention here that the settlers are much indebted to Mr. Sweetman, Post-Office Inspector, for the very great interest he has taken in all matters connected with the affording of every possible aid in this connection, and the prompt manner in which every application has been responded to.

A regular Church of England mission has been established here since my last report. Catholic clergymen visit the Road and celebrate mass frequently in the different settlements.

Ministers of the Presbyterian Free Church and of the several Methodist churches also hold services at points along the road very frequently.

The health of the people continues to be so good that no physician has yet been tempted to settle amongst them.

I have the honor to be, sir,
Your very obedient servant,

M. P. HAYES,
Agent, Hastings Road.

To the Hon. Wm. McDougall,
Commissioner of Crown Lands.

REPORT OF THE AGENT FOR THE MUSKOKA ROAD.

CROWN LANDS AGENCY,
Orillia, 31st Dec., 1863.

To the Hon. the Commissioner of Crown Lands.

SIR,—I have the honor to submit my Annual Report of the general improvements on the Muskoka Road, to the 31st December, 1863.

FREE GRANTS.

Number of Lots located	160
Actual settlers	140
Total population	557
Houses	86
Shanties	56
Barns, stables, outhouses.....	62
Lumber Mills.....	2
Grist Mills ..	1
Acres cleared.....	671
Acres chopped.....	132½
Houses built in 1863.....	47
Barns " "	13

NATIONALITY.

English.....	159
Irish	164
Scotch	148
Canadians.....	61
French	16
Germans.....	6
Americans.....	3
	<hr/>
	557
Increase during year	270

LIVE STOCK.

Horses.....	19
Cattle.....	78
Cows.....	44
Pigs.....	80
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	221
Increase, 1863	95

IMMIGRANTS DURING THE YEAR 1863.

English, 48; Scotch, 35; Irish, 17; German, 7.—Total, 107. This number covers the whole settlement.

VALUE OF PRODUCE, 1863.

Wheat, 57½ acres ... 1145 bushels @ \$ 0.70	\$ 801 50
Barley, 6 " ... 180 " @ 0.80	144 00
Oats, 107¼ " ... 3232½ " @ 0.40	1,293 00
Corn, 20¼ " ... 415 " @ 0.50	207 50
Peas, 12 " ... 240 " @ 0.50	120 00
Potatoes, 90 " ... 18000 " @ 0.40	7,200 00
Turnips, 93 " ... 27900 " @ 0.12½	3,487 50
Hay, 61½ tons..... @ 10.00	615 00
Shingles, 110 M. @ 1.50	165 00
Sawn Lumber, 200,000 feet..... @ 7.00	1,400 00
Maple Sugar, 2000 lbs..... @ 0.10	200 00
Molasses, 100 gallons..... @ 0.75	75 00
Garden produce.....	400 00
Furs.....	1,200 00
	<hr/>
	\$17,308 50
Increase during the year	\$10,714 10

The above covers about 44 miles of Free Grant road, 25 of which were added during the present year. From the North Falls of Muskoka northward, the whole country begins to improve both in soil and timber, and rock is much less plentiful. The Free Grant lots are nearly all taken up, most of them being well improved.

CROWN LANDS.

Seven townships are under my charge, viz: Morrison and Muskoka, in this County; and Draper, Macaulay, Stephenson, McLean and Brunell, in the County of Victoria, about 200,000 acres. Out of this, 23,000 have been sold, and about 16,000 taken up as Free Grants.

A new township (Monck), north of Muskoka township, has been recently surveyed, but is not yet in the market. There are a number of squatters settled down here, and they have made large improvements—the land in general being excellent. I have given a summary of the productions of this township.

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NATIONALITY.

Irish	270
English	180
Scotch	150
Canadian	100
German	100
French	20

IMPROVEMENTS.

Houses.....	129
Shanties.....	110
Barns, &c.....	126
Lumber Mill.....	1
Acres cleared.....	1194
Acres chopped.....	211

820

LIVE STOCK.

Horses.....	10
Cows.....	127
Cattle.....	168
Pigs.....	75
Sheep.....	26

406

YEAR'S RETURN OF PRODUCE.

Wheat, 192½ acres	3702½ bushels	@ \$ 0.70	\$ 2,591 75
Oats, 119 "	3569 "	@ 0.40	1,427 60
Barley, 19½ "	486 "	@ 0.80	388 80
Corn, 25 "	500 "	@ 0.50	250 00
Peas, 21½ "	425 "	@ 0.50	212 50
Hay, 69 "	138 tons	@ 10.00	1,380 00
Potatoes, 150½ "	29150 bushels	@ 0.40	11,660 00
Turnips, 172½ "	51975 "	@ 0.12½	6,496 87½
Shingles, 142 M.		@ 1.50	213 00
Sawn Lumber, 100,000feet		@ 7.00	700 00
Maple Sugar, 1000 lbs.....		@ 0.10	100 00
Molasses, 100 gallons.....		@ 0.75	75 00
Garden produce.....			350 00
Furs			400 00

Increase during year 1863..... \$12,543.02½

\$26,245 52½

SUMMARY.

Townships.	Population.	Houses.	Shanties.	Barns, &c.	Live stock.	Lots occupied.	Year's return
Morrison ...	350	50	51	63	230	77	\$12,450 10
Muskoka ...	96	9	11	8	15	30	3,187 42½
Draper.....	171	34	18	21	78	65	5,041 12½
Macaulay ...	60	5	7	1	1	12	1,627 00
Monck.....	195	30	20	15	97	36	3,031 87½
Total...	872	128	110	108	421	220	\$26,245 52½
Year's increase	147	45	89	22	24	6	\$12,843 02½

The above shows that the returns of produce have more than doubled those of last year.

A good harvest has rewarded the toil of the settlers this year. Fall wheat has for three seasons been grown with much success; and a considerable breadth has been sown this fall. Indeed, grains of every kind do remarkably well, as also do root crops. One settler on a Free Grant, in Macaulay, raised over 2000 bushels of turnips this year, it being only his second year of settlement. Tobacco and flax have been grown with success, the former being on the increase.

Among the improvements of the year are one lumber mill, a grist mill, an increase in tavern accommodation, new stores, two more post offices, and two new school-houses or chapels.

Twenty miles of road are now in construction on the Parry's Sound Road, a connection between the main road and Parry's Sound Harbor, on Georgian Bay. This road passes through excellent hardwood land, on which squatters are settling in great numbers. There is a vast tract of splendid land as we proceed northward, which will attract considerable attention if a survey of it be proceeded with. On some points of high land, miles (in one place not less than 40 in distance) of almost clean hardwood land can be seen, and the soil is known to be good. One important feature in this vast district is—the ridges of rock, so plentiful in the first townships, are very scarce here, as also are loose stone and rock. If practicable, no time should be lost in opening up this tract for settlement.

The plan lately adopted by the Department—to have the townships carefully inspected in order to trace up the available lands for settlement, and to withdraw the useless from the market—is a step in the right direction. It enables the local agent to direct, with confidence, the settler to the lot that will suit him, thereby securing to him a great saving in time and expense. The result of the inspection of the Township of Stephenson has been very satisfactory, as showing it to be a good one for settlement, and no doubt there will be a great influx of settlers there. The new Township of Monek is also known to be a good one, as shown by the amount of improvements recorded in this report.

In my first visit through the settlement, it was most pleasing to find that contentment seemed generally to prevail: indeed complaints were not heard, on the contrary, much satisfaction. A visit to the settler's humble dwelling is a subject for thought. Taste and neatness, oftentimes under discouraging circumstances, are to be seen. What method and fertility of arrangement, where all was plain, rough and scant! It is here where the elegant appliances of house-wifery are impossible, that woman's most fertile resources of tact and skill most strikingly appear—often making the rude log-house, and simple, homemade furniture, wear an aspect of comfort and taste not unfrequently wanting in houses of luxury. This is more generally found among those who were formerly mechanics and operatives. The writer in a Montreal paper, some few months ago, could never have travelled or observed much in new settlements, or he would not have condemned the introduction by the Government, of “immigrant operatives.” “Send us none of your rural laborers,” says an American; “they can only do one thing: a ploughman, plough, and a carter, drive a team. Half the year with us a saw or axe must be used, and other occupations must fill up the time when husbandry is impracticable, and we can teach your rustics nothing of this. Send us a mechanic; we can easily teach him to plough, harrow, and drive a cart, for that portion of time our climate demands such sort of work.” The reason of this is, the agricultural laborer is confined to a set task; he cannot rise above his drudgery, having never been thrown in the progress of his business, upon his own resources. A mechanic is the reverse of this; he is perpetually thrown into situations where his own judgment must be brought into action. But we need all classes of emigrants. If they have energy, it matters little what may be their calling; they can secure an independence in a few years.

This settlement has now passed its Rubicon of doubt. A population of 1400 souls must satisfy the most skeptical that the inducements are such as must bring it into competition with the best portions of Canada, whilst it offers advantages not to be found elsewhere, being in the centre of what must ultimately be the great highway from the Atlantic to the Far West.

This settlement can be reached from Toronto in eight hours in summer, and in one day in winter: the village of Orillia being a ready market for all the necessaries of life. Mill sites abound, and fish and game plentiful; the lakes affording the finest scenery on the continent.

In conclusion, I would urge the necessity of extending Free Grants. If emigration be directed to our shores, provision must be made for it commensurate with the demand. There are portions of land off the road in each township adapted for this purpose, without interfering with the best. This would only be a temporary sacrifice; the ultimate gain would be a speedy population, and an addition to the wealth of the Province. We have a

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vast country north of us, in the main well adapted to agriculture; and I speak advisedly when I say that, however great the influx of immigration may be, our available land cannot be exhausted for a century to come.

I would also suggest the propriety of forming a road fund out of the sale of lands. Five per cent. would answer the purpose. Good tracts of land lie in the main roads untouched, simply because of the difficulty and expense of making roads. If such a fund were available, a few men might combine and enter upon such lands, encouraged by the aid offered them, upon which they could or would not have ventured if left to their own resources. If these two agencies were brought to bear upon the settlements, the work of four years would be done in one, that is, as regards the settlement of the country.

If it be necessary to apologize for offering these remarks, I would say that a local agent has every opportunity for knowing the thoughts and wants of the multitudes who throng to a new settlement, and he must be obtuse indeed, if, from the various opinions freely expressed, he be not prepared to advise in the work committed to his charge.

I have the honor to be, sir,

Your obd't. servant,

R. J. OLIVER,

C. L. A.

REPORT OF THE AGENT FOR THE OPEONGO ROAD.

CROWN LANDS AGENCY.

CLONTARF, 4th January, 1864.

To the Honorable William M'Dougall,
Commissioner of Crown Lands, Quebec.

SIR,—I have the honor to report that, in compliance with the instructions conveyed in your letter of the 5th ultimo, I have just terminated a careful inspection of the settlement upon the Ottawa and Opeongo Road, confided to my charge.

The season of the year rendered it impossible for me to ascertain, by personal examination, the state of the road itself, but I have been particular in making myself acquainted, as far as it was possible, with the condition and prospects of the people who have settled upon it, and I now respectfully submit the result of my observations.

The total number of names in my books is 313, of which 23 were entered during the year just closed, eight of them being on the Hastings and Opeongo Junction Road, in the Township of Radcliffe. Of these 23 new men, 6 took the places of others who had forfeited their lots for non-compliance with the conditions upon which they had received them, and 9 took the places of settlers who voluntarily resigned their lots,—receiving, I think, in most cases, a consideration for doing so from the new men.

The number of 23 new settlers in a year is small, and I much regret to be obliged to state that my recent visit to the several lots has fully confirmed the opinion I entertained through the year, namely, that even of this number there were some who took up the lots, not with the intention of residing upon and cultivating them agreeably to the regulations, but for the purpose of, if possible, securing the pine timber growing upon them. Of these 23 new locations, then, it seems to me now that 12 have applied and paid for, for this purpose; but owing to the order to "discontinue further inspections of the road, unless under special instructions," and conveyed in your letter of 22nd of January, 1863, I have been unable until now to satisfy myself of the frauds thus practiced, and which under the circumstances, I was powerless to prevent.

After thus deducting the 12 who evidently never intend fulfilling the conditions of settlement upon the lots taken up by them, there remains but 11 *bonâ fide* settlers during the past year. This shows a considerable falling off from former years; but taking into account the uninviting character of the land through which the last made ten miles of the

road pass, and the great objection that still exists to paying the location fee of \$5, the circumstance is not one that can well be wondered at. Exclusive of the twelve lots referred to, which I regard as vacant, I find there are 35 other lots unoccupied; but these were taken up in former years by old pensioners from the British army and some others, all of whom were bad judges of land, and who, after some experience, finding their selections unprofitable, abandoned them—some to return again to the front, others to go farther into "the bush" and get better farms.

During the past year, I find that there have actually been under crop upon the grant lots along the road, 2237 acres, which have produced the following crops, viz.:

10,481 bushels of	Wheat	worth \$ 0 90	per bushel.....	\$ 9,432 90
1,764 " "	Oats	" 0 50	" "	882 00
1,937 " "	Barley	" 0 45	" "	871 65
214 " "	Corn	" 1 00	" "	214 00
1,204 " "	Peas	" 0 80	" "	936 20
25,998 " "	Potatoes	" 0 40	" "	10,399 20
22,369 " "	Turnips	" 0 10	" "	2,236 90
712 tons	Hay	" 14 00	" ton	9,968 00
580 " "	Straw	" 2 00	" "	1,160 00
2,030 lbs.	Sugar	" 0 10	" lb.	203 00
147 gallons	Molasses	" 1 00	" gallon	147 00
289 barrels	Pork	" 14 00	" barrel	4,046 00
63 " "	Potash	" 22 00	" "	1,386 00
5,946 lbs.	Soap	" 0 12	" lb.	713 52
3,005 bushels	Ashes	" 0 05	" bushel	150 25

\$12,746 62

which shows the average value of yield per acre to be slightly over \$22, and this exclusive of beef, butter, and garden vegetables, which, if valued, would form no inconsiderable items. I must here state that although the above figures show a fair paying return for the farmer's labor, it would be still larger were it not for the reluctance of the Prussian settlers to speak the truth as to their crops. There are 38 of them residing on the road in the Townships of Radcliffe and Sherwood, and I am certain that not one of them gave me a correct return of his crop. Several persons, upon whose statements I can rely, told me that those people never before had as good crops as they have had the past season, and the daughter of one of them, who acted as my interpreter, told me that they were not replying truthfully to my questions. They all seemed impressed with the idea that it would be more to their advantage to make me believe that their crops were poor and their prospects bad, though why they should do so I am at a loss to imagine.

The twelve miles of the road lying between Clontarf and Brudenell Corner is represented to me as being in a sad state of decay, and I can myself speak of the necessity that exists for repairs upon the portion between here and the Bonnechère road, having passed over it several times during the summer. A good deal of statute labor has been expended all along the road during the first season, but upon such a length of road the amount of work done is scarcely perceptible. I therefore beg again to repeat my former recommendation, that the next appropriation that is made for this road be expended in repairing the 40 miles west of its junction with the Bonnechère road. This is the longest made and the most travelled portion of the road, and if something be not done early next spring towards repairing it, it will undoubtedly be impassable for all but travellers on foot, and strangers coming to seek homes on or in the neighborhood of it will be deterred, if not absolutely prevented, from carrying out their desires. I am happy to say that since the re-posting of the lots by Mr. Bell, no land disputes have arisen, and in all other respects the settlers live on terms of good-fellowship with each other.

The rates of wages for agricultural labourers still continue high all around here; and immigrants seeking employment during the ensuing spring and summer will, I am certain, find in this part of the country a remunerative field for their services.

The German Settlement, or "New Germany"—as the settlers themselves have named it—is steadily progressing. It is about four miles south of the Opcong Road in the Township

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of Sebastopol. There are now some 22 German families settled here; they are all intelligent and industrious, and seem quite content with their position and prospects. The Municipal Council have lately taken steps towards opening a road from "New Germany" to the Opeongo Road, and the Germans are making exertions for the opening of a school, in which laudable effort, I am persuaded, the Council will aid as far as their power will permit.

There are eight common schools now in operation on the 35 miles of the road lying between Shamrock and Brennan Creek, and it gives me much pleasure to be able to say that they are all well attended, and that there is no tax which the poor settlers so cheerfully pay as that imposed for school purposes.

The past year has not witnessed the perpetration of anything approaching to a crime upon or in the neighborhood of this road, and considering the newness of the settlement, the great mixture of nationalities and creeds that prevail in it, and, I may say the almost entire absence of legal restraint, the fact speaks well for the character of the settlers.

The permission to dispose of the timber growing upon their lots is one that the settlers are largely availing themselves of, and much "scattering timber" is being taken out this winter along the road and from off the front lots.

The sleighing is now good, and the drive to the lumber *chantiers* on the Madawaska has fairly begun. The settlers are consequently all busy in disposing of and delivering their surplus produce. The prices they are receiving, though not considered *high*, are yet well paying ones, and as the harvest has certainly been abundant, the coming year will be one of plenty, and I am perfectly certain that the "peace and good will" which has heretofore existed will continue to prevail throughout the settlement.

I have the honor to be, sir,

Your most obedient servant,

J. P. FRENCH,
Agent O. & O. Road.

REPORT OF THE AGENT FOR THE MATANE AND CAP CHATTE AND GULF ROADS.

COLONIZATION AGENCY.

STE. ANNE DES MONTS,

5th January, 1864.

To the Honorable the Commissioner of Crown Lands, Quebec.

HONORABLE SIR,—I have the honor to submit for your consideration, this my Report, for the year 1863.

In this report, which I intend to make as short as possible, will be found :

1. A statistical statement of the area surveyed, and of that in possession of settlers in the several establishments situated within the limits of my agency.
2. A general account of the progress and actual state of colonization upon the road from Matane to Cap Chatte, and that part of the Gulf road assigned to my care.
3. Some observations upon the propriety of opening certain roads of communication, which I consider as being the most proper means towards promoting the colonization in that vast district which you have been pleased to assign to my care.

GENERAL REMARKS.

In the extent of territory placed under my charge, are eight settlements, contiguous to the St. Lawrence, and situated along the shore, for a distance of 114 miles. The first ranges of these settlements, with the exception of the Taschereau settlement, are laid out in farm lots. The superficies of these settlements, which have been surveyed, may be divided as follows :

SETTLEMENTS.	Total area surveyed.	Number of acres in possession of settlers.	Number of disposable acres.	Number of acres sold.	Number of ranges surveyed	REMARKS.
Chertowitz	21,608	3,920	17,688	129	4	These 3 settlements, traversed by the road from Matane to Cap Chatte, are situated in the County of Rimouski.
Dalbairt	22,943	3,430	19,513	146	4	
Rimoux	21,015	3,728	17,287	128	4	
Cap Chatte	35,660	11,273	23,227	8,326	6	The survey of these 2 settlements is not yet completed. Unsurveyed.
Tourlelle	18,845	3,802	15,953	648	4	
Christie	10,200	1,428	8,772	.....	2
Duchesnay	9,800	968	8,832	.....	2
Tascherou .....	.....	400	.....	.....	.....
	139,911	28,230	111,672	9,377	

Of the total area surveyed and laid out into farm lots, 17,554 acres are situated along the road of Matane and Cap Chatte, and 14,784 acres along the unsettled part of the Gulf road. The 28,239 acres in possession of settlers contain a population of 1300 souls. This country is watered by a great number of rivers and streams, which run through it in every direction. Along some of those rivers, and especially along the rivers Ste. Anne and Cap Chatte, are found beautiful valleys, which for a length of time have already attracted the attention of settlers, and where a good number of our young people would direct their steps, were there a line of communication reaching to that locality. The soil of the back of this part of the country is of good quality; the kinds of timber found there are chiefly spruce, white birch, tamarac, black birch, cedar, and maple. Starting from the height of the cliffs which generally border the river, the lands continue to rise far as the middle of the second range, then extending upon the same level, and forming, above the slopes of rivers and streams, a table-land which attains the mean height of about 200 feet above the level of the water. Along that part in the vicinity of the river, the land is generally uneven, but the soil is no less very fertile and offers abundant resources to the settlers, which you will be enabled to verify in the course of the present report.

ROAD FROM MATANE TO CAP CHATTE.

This road, which is 36 miles in length, opens a line of communication between the Matane and Cap Chatte settlements, and is partly completed. The Honorable the Minister of Agriculture has been pleased, from the appropriation of this year, to devote a certain amount for the building of two bridges, which are very much required; two or three hills yet remain in want of needful improvement.

The total superficies of the lands which are to be found upon the length of the road from Matane to Cap Chatte, is, as I had the honor to state, 17,554 acres, subdivided into farm lots. Of that superficies, 11,078 acres are already given as Free Grants, and 6322 acres occupied by resident settlers.

A general view of the actual state of colonization on the road from Matane to Cap Chatte will enable you, I hope, to conclude that the rapid progress which colonization has made in that locality during the last three years has been satisfactory.

The first lands given as Free Grants upon the road from Matane to Cap Chatte, were so given on the 12th of October, 1860, and now the number of families residing upon the lands traversed by this road is 110, of which 32 have settled there during last year. All these families came from the parishes situated along the gulf shore from the county of Montmagny to that of Rimouski, with the exception of four families coming from the county of Ch. Rivest.

The total population is 576 souls, and is composed as follows:—

Men.....	110
Women.....	95
Boys of all ages.....	204
Girls do.....	167

Total..... 576

making an increase of 133 souls during the present year.

The quantity of fodder grown this year is less than an average. What has specially contributed to reduce it much more here than in other localities, is the loss of more than 100 bushels of grain sown, which was destroyed by the fire that took place last July. It is, consequently, easy to explain why the increase of cattle, which, in 1862, was in a proportion of 56 per cent. over the year 1861, is this year but in a proportion of 36 per cent. increase on the preceding year. Several settlers not having the fodder required for their cattle during the winter, have, at the approach of it, killed their cows. This reduction in the number of their cows is a real loss, the effects of which will, above all things, be felt during next summer.

In order to point out clearly the results obtained during this year, I submit here a comparative statement of the live stock for the years 1862 and 1863 :—

	1862.	1863.
Horses.....	39	64
Milch Cows.....	70	72
Oxen.....	9	8
Young oxen and heifers.....	20	32
Sheep.....	226	267
Pigs.....	209	308
Totals.....	561	751

making an increase of 36 per cent. during the year just terminated.

The area of cleared land along the road from Matane to Cap Chatte is 75½ acres of ploughed land, 1452 acres cleared and already sown, and 943 acres of slashed timber; 755 acres were sown during this year.

The following is a statement of the quantities of seed grain and crops during 1863 :

	Seed.	Crops.
Wheat.....	138 minots.	1035 minots.
Rye.....	535½ "	3219 "
Barley.....	177 "	1416 "
Peas.....	88 "	701 "
Oats.....	98½ "	1149 "
Potatoes.....	567 "	6689 "
Totals.....	1399 "	14,209 "

giving a produce at the rate of more than 10 minots for each arpent sown, and of about 120 minots to each resident family,—results well worthy of attention, if it is remembered, as I have already stated, that more than one hundred minots of grain sown were destroyed July last. These facts acquire, moreover, a double importance when it is considered that here, as well as along the whole Gaspé coast, all the clearing operations are discontinued for more than two summer months, during which time the settlers employ themselves exclusively in fishing. The Lower St. Lawrence settler is sometimes a good farmer, but he is always a fisherman; for which occupation he has a natural taste, therefore, faithful to his ancestors' occupation, the Gaspé settler, as soon as he has sown his land, never forgets, before the time comes for harvest, this other providential resource; and as the present Report shows the produce of the fisheries in the limits of my agency forms more than one-third in this year's revenue.

Three fishing establishments, held by traders of the neighbouring parishes, are now in full operation upon the road from Matane to Cap Chatte. One of these establishments is only two years old, and the other two have started business only since last spring. These establishments which promise to be of some importance, are found very useful to the settlers, who, without any trouble, find a somewhat profitable market in exchanging their fish.

The following is a statement of the quantity and value of the fish taken by the settlers during last year :—

79 quintals of dry codfish sold at \$3 00	per quintal.....	\$ 237 00
4804 " green " " 0 80	"	3843 20
5 barrels of salmon " 10 00	per barrel.....	50 00
50 " herrings " 3 00	"	150 00
1004 gallons of oil " 0 45	per gallon	451 80

Product of fishing.....\$4732 00

If to this amount be added, as being industrial products, the value of
9995 pounds of sugar manufactured during last spring, and
sold at 9 cents per pound..... 799 60

The result is a total of.....\$5531 60

making \$50.28 of industrial product to each resident family.

In the settlements of Cherbourg, Dalibaire and Romieux, traversed by the road from Matane to Cap Chatte, 102 houses and 84 barns are now erected; 43 buildings were built in this locality during the year 1863; 18 settlers, having performed considerable improvements upon their lots, and not yet resident, intend to erect buildings upon their lands and reside thereon in the spring. There is now a chapel in the settlement of Romieux, which has been erected under the care of the Rev. Missionary of Ste. Anne des Monts. This chapel was opened for worship in September, 1862. There are also two saw-mills in the Cherbourg settlement; one of which has been in operation for 18 months. The hope which I had expressed in my report for the year 1862, of seeing upon the road from Matane to Cap Chatte, a grist-mill put into operation during this last year, could not, unfortunately, be realised. However, the quantities of grain harvested prove more than ever the necessity of having a grist-mill erected in that locality. The settlers have to travel a distance of 24, 30, and some of them even 36 miles to mill, a laborious journey to make where the roads are bad, and particularly in the winter. I hope that this state of things, considering the growing importance of that locality, will not be of long duration.

In order to give you an exact idea of the progress of colonization along the road from Matane to Cap Chatte, I will take the liberty of giving here a recapitulation of the value of the crops and other products during the year 1863:—

Wheat.....	1035 minots, valued at \$1 50	per minot ...	\$1,552 50
Rye	1416 " " 1 00	"	1,416 00
Barley.....	3219 " " 0 60	"	1,930 40
Pease.....	701 " " 1 20	"	841 20
Oats.....	1149 " " 0 40	"	459 60
Potatoes.....	6689 " " 0 30	"	2,006 70
Hay.....	1966 bundles, " 6 00	per cent. ...	118 40
Wool.....	534 pounds, " 0 50	per pound, ...	267 00

Value of the crop..... \$3,591 40

Value of industrial products..... 5,531 60

Total value..... \$13,123 00

forming an average annual revenue of \$119.30 per each resident family, say \$22.78 per head.

I have omitted to enquire as to the quantity of shingles manufactured by the settlers. Several thousand of them are manufactured every year.

In adding to the revenue of the year the value of the improvements effected upon the landed property, the following results have been obtained:—

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Agricultural and industrial products for 1863.....			\$13,123 00
75½	acres of arable land, ...	valued at \$20 00 per acre ...	1,510 00
1432	" cleared and already sown	" 12 00 "	17,424 00
943	" slashed timber.....	" 3 00 "	2,829 00
100	houses.....	" 100 00 "	10,000 00
1	house.....	" 800 00 "	800 00
72	barns.....	" 25 00 "	1,800 00
10	do.	" 100 00 "	1,000 00
1	chapel.....	" 650 00 "	650 00
3	fishing establishments.....	" 350 00 "	1,050 00
Value of property.....			\$34,033 00

It is proper to add here the value of the live stock belonging to the settlers:—

64	horses.....	valued at \$50 00 each ...	\$3,200 00
72	milch cows.....	" 20 00 "	1,440 00
8	oxen.....	" 25 00 "	200 00
32	young oxen and heifers.....	" 10 00 "	320 00
267	sheep.....	" 2 00 "	534 00
209	pigs.....	" 2 00 "	418 00
Total value of live stock.....			\$6,112 00

Total value of the settlers' property..... \$53,288 00

forming an average value of \$484.00 per each resident family.

Such are, honorable sir, the results obtained during the last four years in a locality which has been so long considered as destined to remain for ever wild and uncultivated. Facts of this importance sufficiently prove the beneficial influence exercised upon the colonization of the country by the opening of roads and the adoption of the Free Grant system. This influence is perhaps the only one which is now sufficiently strong, if not to stop, at least to reduce considerably that current of Canadian emigration which has so long been flowing towards foreign lands.

While proving the prosperous state of colonization along the road from Matane to Cap Chatte, I have here to remark that the general progress has suffered by certain parties who although, having obtained their lands two or three years ago, have totally neglected cultivating since. Of those lots, 17 have been transferred to new settlers during last year, and a still greater number will be transferred during the present year.

I hope, therefore, by these means, to put a stop to this state of things, which is the case here as upon some other roads where Free Grants are made,—the new settlers often fall victims to the sordid speculations of certain wealthy persons who take the lands for the sole purpose of selling them, as they never intend to settle on them.

THE GULF ROAD.

The Gulf Road starts at the lower end of the road from Matane to Cap Chatte. This road, from its starting point to the N. E. end of the Seigniorie of Ste. Anne des Monts, a distance of 13½ miles, has been practicable for vehicles for many years. There are bridges yet to be built upon the Rivers Ste. Anne and Cap Chatte on that part of the road; but as their construction will require considerable outlay, the work might be delayed for a few years without any prejudice to the general progress of colonization. This part of the road has been opened by the inhabitants of Ste. Anne and Cap Chatte, and is under the superintendence of the municipality of Ste. Anne. Starting from the N. E. end of the Seigniorie of Ste. Anne des Monts, the Gulf Road is yet practicable for vehicles for a distance of about one mile; from that point it is only traced out through the forest, approaching the river shore as much as possible, and is further continued as far as the Great Fox River, a distance of 115 miles.

During many years the want of communication has almost paralyzed the colonization of that part of the country traversed by the Gulf Road. The few hardy pioneers who are scattered along this coast, have always located themselves in the vicinity of rivers and streams, which are almost the only accessible places from the shore. At the mouth of the

principal rivers, such as the rivers Martres, Marsoin and Glande, the cultivation of land has progressed in such a proportion as to meet partly the wants of the settlers who reside there.

The total population of settlers residing upon Crown lands between Ste. Anne des Monts and the Magdeleine River was composed, in 1861, when the road was traced, of 95 souls, divided into 8 families. The hope that the road would shortly be opened is the only cause why the families residing in that part of the country have now increased to 45, forming an aggregate population of 209 souls. These families, a greater part isolated from one another, have encamped near the shores of the St. Lawrence, and are awaiting with anxiety for the opening of the road, which will enable them to erect buildings along the line. Some of these families, which have already made considerable improvements upon their lots, intend erecting buildings in the spring along the traced line of the road. They would all have done so if the distance from the shore, where in some places the line is traced and if the high cliffs which generally border that coast, would allow an easy communication with the shore, which, at present although very arduous, is the only practicable route.

I will here submit a recapitulation of the actual state of the colonization of Crown lands in that part of the county of Gaspé which extends from the Seigniori of Ste. Anne des Monts to the Seigniori of Grande Madeleine. In this recapitulation I will enter into no details concerning the seigniories. The population is composed as follows:—

Men.....	45
Women.....	37
Boys of all ages.....	81
Girls do.	74

Total.....209 souls.

With the exception of four families of Irish origin, this population is of French Canadian origin.

The clearings now made are:—

116 acres of arable land.....	valued at \$20 00 ^{per} acre ...	\$2,320 00
156½ " of cleared land and already sown " 12 00 " ...		1,878 00
167½ " of slashed timber " 3 00 " ...		501 00

Value of the clearings..... \$4,699 00

The quantity of land sown this year is 132 acres, leaving 31 acres in meadow, from which 1300 bundles of hay have been cut.

The following is a statement of the quantities of seed grain and crops during 1863:—

Seed.	Crop.	Valuc.
Hay.....	1300 bundles, valued at \$6 00 ^{per} cent. ...	\$78 00
Wheat.....	35 minots. 358 minots, " 1 50 ^{per} minot ...	577 00
Barley.....	34 " 408 " " 0 60 " ...	244 80
Oats.....	8 " 110 " " 0 40 " ...	44 00
Rye.....	27 " 226 " " 1 00 " ...	226 00
Peas.....	19 " 182 " " 1 20 " ...	218 40
Potatoes.....	195 " 2532 " " 0 40 " ...	1,012 80
	318 3816	\$2,361 00

forming a produce of a little more than 12 minots for each minot sown, say 85 minots for each resident family.

The live stock now in possession of settlers is classified as follows:—

Horses.....	10.....	valued at \$50 00 ^{per} head ...	\$500 00
Milk cows.....	37.....	" 20 00 " ...	740 00
Oxen.....	17.....	" 25 00 " ...	425 00
Young oxen and heifers.	9.....	" 8 00 " ...	72 00
Sheep.....	135.....	" 2 00 " ...	270 00

Total..... 208 heads..... Value \$2,007 00

The number of buildings is 44 houses, 39 of which are now occupied; 28 barns and 13 sheds or salting houses, being used, as the name indicates, for the salting of fish. The value of these several buildings may be estimated at the sum of \$5360 00.

The cod-fishery, which is here the principal occupation of the colonists during summer has produced, this year:—

930 quintals of dry codfish sold at \$ 3 00	per quintal	\$2790 00
1210 " green " " 0 80	"	484 00
61 barrels of herrings " 4 00	per barrel	244 00
14 " of halibut " 4 00	"	56 00
8 " of salmon " 10 00	"	80 00
708 gallons of oil " 0 50	per gallon	354 00

Product of fishery..... \$4004 00

To this amount may be added the value of 4700 pounds of sugar, manufactured by the settlers during last spring, and sold at 8 cents per pound..... 376 00

Total value of the industrial products..... \$4380 00

The recapitulation now of the value of these several products will give the following result:—

Value of cleared land.....	\$4699 00
Do of buildings	5360 00
Do of live stock	2007 00
Do of industrial products	4380 00
Do of the crop.....	2361 00

18,807 00

To which amount it is proper to add the sum of at least \$20 per each family, as being the average value of the boats and fishing materials..... 500 00

Total value\$19,707 00

irregularly distributed among 45 families, forming an average value of \$437 95 for each family, 26 of whom have settled in the locality within the last eighteen months. I will further add, that 26 families which have settled in different places along the coast during the last two years, were all absolutely destitute.

In order to complete that part of my report, in which I believe sufficiently to have shown the tendency towards opening up settlement upon the lands traversed by the Gulf Road line, as also the immediate advantages derived by those who settle thereupon, I respectfully beg leave to draw the attention of the Government to the pressing necessity of this road being opened up, and of giving Free Grants on its whole length. If now, notwithstanding the advantages realized by the settlers who have sufficient determination to come and settle in the locality, the colonization of the county of Gaspé has made less progress than that of other localities, it is only due to the complete want of means of communication. It may be remarked that colonization is progressing even more rapidly than in many other parts of the country along all the practicable roads in the county; and it is a matter of fact that not a single road has been opened which is not partly settled along the line. The difficulties which, according to Mr. Baillargé's report, will have to be overcome in the construction of the Gulf road, are not calculated to lead to the belief that the road is impracticable. The greatest difficulty then, would be the cost of the undertaking.

In this case, though I adhere to the estimate formed of the probable cost of this undertaking when completed, I will observe, that in the amount of this estimate is included the outlay for certain bridges and wharves, the building of which might be delayed for several years without any great inconvenience. An argument, besides, that might be considered quite sufficient to warrant the expense which the opening of the Gulf road might necessitate, is the very importance of that road itself, on which depends essentially the colonization of all that part of the county of Gaspé situated between Ste. Anne des Monts and the Great Fox River, a distance of 115 miles. In making this road, the

Government will benefit a population of 4400 souls, residing in the different settlements spread along the coast, and which is waiting only till the road may be opened to be enabled to extend its circle, and develop the social intercourse.

In opening up this line of road, the Government will promote the settlement of that numerous class of Canadian fishermen who arrive here in the spring, and invariably return to their homes in the fall, the greatest number with the view of spending the winter in the American *chantiers* often never to return again. Finally, in adopting this route, the Government will have completed that great postal communication with the south shore of the St. Lawrence, and will indirectly assist the unfortunate seamen who, often after having escaped from the shipwrecks which happen along this coast, perish on shore for want of sheds to shelter them, and of a practicable road to reach them.

PROGRESS OF COLONIZATION UPON THE LANDS IN REAR.

Though I have directed my particular efforts towards the progress of colonization upon the roads specially confided to my care, I have also applied myself to induce, as much as it has been in my power, the settlers to locate themselves upon the lands in rear of the settlements of Tourelle and Cap Chatte, and more particularly along the rivers Ste Anne and Cap Chatte. It is most desirable that a larger number of settlers should come and take possession of, and clear the beautiful lands which are found in the valleys of those two rivers. The great facility which yet exists of making choice of advantageous places in the vicinity of the Gulf, induces the greatest number of those who arrive here to settle in the locality, so as to benefit by the advantages which the fishery offers. It is time to impress our youth with the idea that fishing is not the only means of existence offered to the settlers of the county of Gaspé. Though it is proper to cede to fishing its just share of advantage, it is worthy of remark that the comfort of the settlers generally increases the more in proportion as they neglect fishing, by applying themselves more particularly to the cultivation of their lands. Thus profiting by the experience which they have acquired, some of the settlers are directing their steps towards the settlements in rear. What has been realised during this year, leads me to trust confidently in the future for a very satisfactory progress. In the valley of the river Ste. Anne, 14 settlers have this year taken possession of lands, five of them have erected houses, and there are four resident families. About 100 acres of land have been cleared, a portion of which has produced a crop this year. There is a route opened by the settlers along the river Ste. Anne; it starts from the Gulf and is practicable for vehicles to a depth of about three miles. Several lots have been taken up beyond that distance. The Government will assist considerably the cause of colonization here, by having this route continued, which will so largely contribute to the settlement of the lands in rear.

The clearings made this year in the valley of the river Cap Chatte, are nearly the same as those made in the valley of the river Ste. Anne, with the difference that the clearings which were commenced a few years since in the former, are much more advanced than those made in the valley of the latter. Starting from the Gulf and running through a depth of about four miles, there is, along the river Cap Chatte, a good road of which a *process verbal* has now been made. Were this road prolonged by the Government, it would give a great impulse to the general progress of the locality.

Several lots have been taken up this year in the 3rd and 4th ranges of the settlements of Cap Chatte and Tourelle. The progress of colonization would increase rapidly if there were easy means of communication for the settlers. Everywhere the soil is productive, and well fit for every kind of cultivation.

Such is, honorable sir, the official account which I have the honor to transmit to you, respecting the chief requirements, as also the progress and present state of colonization in that part of the country assigned to my care. This statement has been made with the greatest possible accuracy. If, in drawing up this report, I have taken the liberty of making observations which should not have properly formed part of it, my only object in so doing is to make known the requirements of these localities, and to give a more complete idea of the advantages offered to the settlers in the locality which has been especially entrusted to my care. The whole humbly submitted.

I have the honor to be, honorable sir,

Your humble and obedient servant,

CHARLES F. ROY,

Agent of the road from Matane to Cap Chatte, and of the Gulf Road.

REPORT OF THE AGENT OF THE METAPEDIA AND TACHE ROADS.

RIMOUSKI, 18th January, 1864.

To the Hon. the Commissioner of Crown Lands,
Quebec.

SIR,—I have the honor to submit to you this, my third annual report respecting the progress of colonization, during the year 1863, along the roads of which the settlements are confided to my care.

TACHÉ ROAD.

The works upon that part of the road which has been opened and completed in 1862, were stopped at lot No. 42, in the 4th range of Fleuriau, and have not been further continued. However, and I am happy to say it, important works have been performed in opening of the road, at a point where it intersects the Metapedia Road. This we owe to the good will of the Honorable the Minister of Agriculture, and it is my duty to offer a tribute of respect to this gentleman for his kind attention in granting the request made for that purpose.

At present colonization derives great advantages from the building of a bridge on the River Metis, which this road crosses, and from opening that portion of the road which lies between the bridge and the Metapedia Road.

A remarkable progress has taken place in that portion of the settlement of Fleuriau, where the road extends on a length of a little more than two miles, and I believe it may be useful to make particular mention of this fact.

The 22 lots situated along that part of the road are taken up; they form part of the settlement of 29 locatces, 21 of whom reside there. It is a nucleus of population composed of 100 souls, of French Canadian origin, classified as follows:—

Heads of families.....	21
Women.....	20
Boys upwards of 12 years.....	12
Girls “ “.....	5
Boys less than 12 years of age.....	20
Girls “ “.....	22

Total population..... 100

13 houses built—valued at \$45.00 each.....	\$585 00
12 barns and stables “ 20.00 “.....	240 00
1 saw mill “.....	200 00

Value of buildings..... \$1,025 00

323 acres of cleared land—valued at \$9.00 $\frac{2}{3}$ acre.....	2,907 00
74 “ slashed timber “ 2.00 “.....	148 00

Value of clearings..... \$3,055 00

	Seed.		Crop.		
Wheat.....	341 minots,	380 minots,	@ \$1.25.....	\$475 00	
Rye.....	131 “	117 “	@ 0.90.....	105 30	
Barley.....	89½ “	1238 “	@ 0.50.....	619 00	
Peas.....	16½ “	109 “	@ 0.80.....	87 20	
Oats.....	20 “	182 “	@ 0.36.....	65 52	
Potatoes.....	28½ “	302 “	@ 0.25.....	75 50	
Flax (seed)....	1 “	5½ “	@ 2.00.....	11 00	

1,333½

Hay, 2,925 bundles, @ \$5 $\frac{2}{3}$ hundred..... 146 25

Value of the crop..... \$1,584 77

Pounds of wool, 120—with which were manufactured :		
Fulled cloth, 129 yards, @ \$0.90.....	\$116 10	
Flannel, 57 " @ 0.36.....	20 52	
Dressed Flax, 54 lbs., with which were manufactured :		
Linen cloth, 102 yards, @ \$0.20.....	20 40	
Value of industrial products	\$157 02	

LIVE STOCK.

13 horses, valued at.....	\$720 00
20 milch cows	306 00
18 young oxen and heifers	84 00
65 sheep	99 50
33 pigs, during winter	89 00
30 pigs fattened	164 00

Value of live stock \$1,462 50

In order now to judge at one glance of the progress of the settlement, as also of the wealth realized by the settlers during the last two years, I will add the following statement :—

1862.		1863.
Located lots.....	12	22
Resident families.....	9	21
Total population	50	100
Houses erected.....	9	13
Barns and stables.....	9	12
Extent of land fit for cultivation.....	243 acres	323 acres
Extent of land with slashed timber.....	41 "	74 "
Wheat cropped.....	204 minots	380 minots
Rye, ".....	131 "	117 "
Barley ".....	1159 "	1238 "
Peas ".....	614 "	109 "
Oats ".....	107 "	182 "
Potatocs ".....	204 "	302 "
Flax (seed).....		5 1/2 "
Hay.....	1350 bundles	2925 bundles
Live stock.....	78	179
Value of buildings.....	\$ 405 00	\$1,015 00
" clearings.....	2,269 00	3,055 00
" crop.....	1,185 62	1,584 77
" industrial products.....	29 70	157 02
" live stock.....	733 50	1,162 50
	\$4,622 82	\$7,274 29
Increase in 1863.....	\$2,651 47	

A similar result obtained in so short a space of time, and in so restricted a territory is no doubt very satisfactory. On this account, there is reason to hope that colonization will be rapidly developed along the other parts of the road as the works are continued. In order to justify this hope, it is sufficient to say, that of 74 lots which border the line of road as far as the limit between the settlements of Fleuriau and Neigette, more than half are taken up by settlers from the Gulf parishes of St. Luce and Ste. Flavie, as they were induced by the excellent quality of the soil, and animated by the best motives. Already the clearings are well advanced upon a good number of lots, and the settlers are waiting till the road is opened to carry on agricultural operations,

I may add that within four miles from the spot where the work on the road was stopped, on a depth of about two miles each side of the road line, are 52 magnificent sugaries, in which 26,000 pounds of sugar were manufactured last spring; being a valuable resource, as it is the result of work which is done during the season just before seed time, and which is well calculated to help the settler in surmounting the difficulties which are to be encountered in the way of settlement during the first years.

Moreover, as an efficient means of giving a greater impulse to the colonization of this region, and of the neighbouring settlement of Cabot, I have the pleasure to inform you that the Episcopal corporation of the diocese has granted leave to erect a chapel at the intersection of the Taché and Metapedia roads, and that even now all the settlers of the locality and of the neighbouring places, actuated by the greatest zeal, are working to prepare and to carry to the spot the necessary materials for the building of this chapel, which, I hope, will be opened for worship next summer.

METAPEDIA ROAD.

This road is intended to open up the townships traversed by it. Although the settlements are somewhat retarded by the delay in its completion, the works performed during last season have made it practicable on its whole length.

I will here make a statement as short as possible of the actual state of each of the settlements along this line of road, in reference to colonization.

FLEURIAU. That part east of river Metis, is the first settlement situated along this road. The free grants consist of 19 lots of land, forming an area of 1529 acres.

The population is composed of 101 souls, of French Canadian origin. The above-mentioned 19 lots are in occupation of the locatees, 17 of whom are actual settlers. The agricultural operations are much enlarged, and the settlers are in a comfortable position. The product of the crop would have been greater this year had not the frost made its appearance, and frustrated the just expectations of the settlers. However, the buildings, the clearings, and even the crop and the live stock have increased remarkably, so that I think it well to mention the

No. of houses erected, 15—valued at	\$900 00
No. of barns or stables, 15— “	450 00

Value of buildings.....	\$1,350 00
-------------------------	------------

	1862.		1863.
Land fit for cultivation, 323 acres, valued at.....	\$2,907 00	502 acres, valued at	\$4,518 00
Land with slashed timber, 64 acres, valued at.....	128 00	86 “ “	172 00
Value of clearings	\$3,035 00	.....	\$4,690 00

Wool.....	147 lbs.	.....	244 lbs.
Fulled cloth, 113 yds., valued at...	\$101 70	164 yds., valued at	\$147 60
Flannel, 70 “ “	25 20	291 “ “	104 76
Dressed flax.....	.....	114 lbs.....	.....
Linen cloth .....	.....	185 yds., valued at	37 00
Value of industrial products ...	\$126 90	\$289 36

\$116 10
20 52

20 40

\$157 02

\$720 00

306 00

84 00

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89 00

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462 50

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Wheat cropped, 80 minots, valued at \$100 00	125 minots, valued at.....	\$187 50
Rye " 116 " " 104 40	175 " "	157 50
Barley " 1081 " " 540 50	1413 " "	706 50
Peas " 137 " " 101 60	117 " "	93 60
Oats " 402 " " 144 70	366 " "	131 76
Potatoes " 1500 " " 375 00	852 " "	213 00
Turnips " 98 " " 25 50	.....	.....
Flax (seed).....	7 " "	14 00
3414 minots.....	3055 minots.	.....
Value of crop.....	\$1,632 20	\$1,743 86
Hay, 3450 bundles.....	241 50	4800 bundles..... 240 00

The total quantity of hay is more considerable this year than last year, but the price being less this year, the total value is also less.

1862.		1863.	
Horses, 14, valued at	\$764 00	21, valued at	\$1,018 00
Milch cows, 20 "	294 00	27, "	392 00
Young oxen and heifers, 20, valued at.....	87 00	22, "	93 00
Sheep, 96, valued at	144 00	116, "	174 00
Pigs fed during winter, 46, valued at	112 00	39, "	95 00
Pigs fattened, 19, "	140 00	32, "	320 00
Value of live stock.....	\$1,541 00	.....	\$2,092 00

RECAPITULATION.

1862.		1863.	
Population	82 souls	.....	101 souls
Increase in 1863.....	.....	.....	19 "
Value of buildings.....	\$1,180 00	.....	\$1,350 00
" clearings	3,035 00	.....	4,690 00
" industrial products.....	126 90	.....	289 36
" agricultural products ...	1,632 20	.....	1,743 86
" live stock.....	1,541 00	.....	2,092 00
Total value	\$7,515 10	.....	\$10,165 12

The effect of the frost has not been generally felt; in certain places more exposed to great currents of air, the crop has suffered no damage. I will mention, for instance, that a settler has reaped from his land 204 minots of good barley from the sowing of 9 minots; another has reaped 97 minots from the sowing of $4\frac{1}{2}$ minots.

This small settlement, the resources of which are well in harmony with its wants, may be considered as completely organized, and capable of sustaining itself.

CANAL. That part of the road which traverses it is almost completed. 19 lots of land were granted during the year, in the first concession of this settlement; 89 $\frac{1}{2}$ acres are fit for cultivation, and there are 55 acres of slashed timber. Seven settlers have sown upon their clearings, but the fire which originated in the slashed timber on the neighbouring lots destroyed almost all the grain sown, so that it was impossible for some of them to settle there. Only 4 houses are inhabited, and 3 barns erected.

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 706 50
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..... \$1,743 86
 240 00

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LEPAGE and CASUSCUL. The great extent of a rich land, partly cleared by the effects of the fire, and adapted to the settlement of a good number of families; the existence of an abundance of water, and of a great many water-powers, which may be easily put in operation; the important route of Metapedia, calculated to offer an advantageous communication; finally, the benefit of free grants—everything concurs in making these townships places of importance. But as long as the road is not entirely completed, colonization will progress with difficulty; this may also be attributed to the remoteness of the great centres of population, of the grist and saw mills, and especially for the Canadian settler (as I have stated in my former annual report), to the remoteness of the church. However, it is desirable that all those difficulties may be removed before long. With the aid that the Quebec and Rimouski colonization associations may furnish, and in order to give stability to the colonizing element, it is intended to lay the foundation, in so fertile a territory, of a nucleus of population composed of young men and of a few families, with no property nor prospect, but active and laborious.

The number of located lots along the road line in those two townships reaches the figure of 23, divided as follows:—

Lepage	10
Casuscoul	13

In all..... 23 lots.

Two families are settled in this locality, one of French Canadian origin, near the centre of the township of Lepage, in front of Lau à Saumon, for two years; and the other of American origin, for many years at the confluence of the Casuscoul and Metapedia rivers. This last family receives from the Government an annual subsidy for keeping a station to assist travellers.

The clearing operations performed by the resident families and by the non-resident settlers amount to 234 acres, all fit for cultivation. The agricultural products harvested this year are found satisfactory, and afford proof of a fertile soil, with a favourable climate.

Mr. James Smith, of Rimouski, so well known for his zeal in the cause of agriculture, is of the number of those who have taken up lots of land in Casuscoul, with the view of settling his family. His clearings consist of about 26 acres fit for cultivation, 14 acres of which have been ploughed in order to be sown in the spring. This year, the product of a pound and a-half of turnip seed was 500 *minots*. He has also partly built the dam of a small saw-mill, and prepared the timber necessary for its construction, and intends putting it into operation during next season.

ASSAMETQUAGAN. This township does not seem to offer as many advantages for colonization as that of Casuscoul, so far as easy means of cultivation are concerned; however, some fine settlements can be formed here. Three settlers of Scotch origin have taken up lots in this locality for the purpose of settling on them.

RISTIGOUEN. That part situated along the river Metapedia. Colonization has made very little progress yet in this locality. The soil is of good enough quality, but uneven, and contains in several places a good deal of limestone of a superior quality.

At the mouth of the river Metapedia are found some old settlements, which I have mentioned in my report of 1862.

There were ten lots located last year, on which there are 11 families of different origin, as follows:—

English	3
Scotch	5
Irish	3

There are 10 houses and 9 barns erected.

The population numbers 50 souls; 14 of these are Catholics, and 36 Protestants. The extent of land fit for cultivation is 264 acres. Forty-five acres are chopped, and produced a crop in 1863. Sixty-three acres yielded as follows:

Wheat,	73	minots, valued at	.....	@	\$1.50	.....	\$109 50
Rye,	57	"	.....	@	1.00	.....	57 00
Barley,	62	"	.....	@	0.60	.....	37 00
Peas,	25	"	.....	@	1.00	.....	25 00
Oats,	882	"	.....	@	0.40	.....	352 80
Potatoes,	1209	"	.....	@	0.30	.....	362 70
Radishes,	657	"	.....	@	0.30	.....	197 10

2966 minots.

Hay, 118 tons..... 826 00

Value of crop..... \$1,967 90

Pounds of wool, 196—with which were manufactured :

Fulled cloth..... 56 yards

Flannel..... 146 "

The live stock :

7 horses, valued at..... \$145 00

18 milch cows..... 369 00

22 young oxen and heifers..... 110 00

45 sheep..... 90 00

14 pigs..... 56 00

106

Value of live stock..... \$761 00

KEMET ROAD, MÉTIS SECTION.

No new grant has been made along this road since 1862. The settlements, buildings, and clearings have not increased, consequently I have no further remarks to offer respecting the state of colonization, than those mentioned in my former annual report, in which I stated, at the same time, the causes which delayed the opening of the new settlements along this road, and which still continue.

Rest assured, honorable Sir, that I am using every exertion to forward the progress of colonization along the roads assigned to my care.

I have the honor to be,

Your most obedient servant,

J. B. LEPAGE,

Agent of the Metapedia and Taché Roads, Eastern Section.

REPORT ON THE ELGIN AND TACHÉ COLONIZATION ROADS.

ST. JEAN PORT JOLI,
10th January, 1864.

To the Honorable Wm. McDougall,
Commissioner of Crown Lands, Quebec.

Sir,—I have the honor to submit to your consideration the present statement of the progress of colonization on the Elgin and Taché roads, and to annex thereto a supplementary statement, in order to show the results obtained in the township traversed by these roads, previous to the 31st December last, exhibiting the number of lots conceded, the number of resident families, the number of acres cleared and under cultivation, the amount and value of produce and manufactures along each of these roads.

Thanks to the public sympathy and the enterprising manifestations which are everywhere exhibiting throughout the country, in favor of the national cause of the settlement of our vast forests—a noble undertaking, prompted by truly patriotic motives. I do not doubt

in the least but that this individual good-will, as also that existing in the Government, will achieve great results in the future destiny of the population who shape the lands in this fine country.

I. ELGIN ROAD.

This road starts from the river and extends southward, as far as the Provincial line. It traverses the Townships of Ashford, Lafontaine, and Dionne, to the east and those of Fournier, Garneau and Casgrain, to the west.

The very remarkable progress which I had occasion to note in my preceding annual report, and which was undoubtedly of such a character as to encourage those who are interested in the welfare of our country, of whatever origin or religion, is yet too fresh in your memory; at the same time the public mind is sufficiently satisfied with the progress of settlement mentioned, as not to authorize me to exclude from this document all new manifest stations respecting this centre of population at present so well known and appreciated. In view of these facts, I will therefore content myself, in this report, with submitting to your consideration, the general result of the progress obtained in the settlement of this road, which may be enumerated as follows:

POPULATION.

The number of lots in possession of settlers is 258; 93 of which are settled upon. The population is composed as follows:—95 men, 69 women, 36 male adults, and 41 female adults; 119 boys, and 110 girls, forming a total of 470 souls.

LANDED PROPERTY.

The land fit for cultivation forms an extent of 1,507 acres, besides 71½ acres chopped, giving an aggregate of 2,24½ acres of cleared land; together with 83 houses, 79 barns and stables, and 2 saw mills, making the total value of landed property to \$33,218.00.

LIVE STOCK

Is classified as follows:—52 horses, 65 milch cows, 55 other horned cattle, 98 sheep, and 72 pigs,—forming a total value of \$4,972.00.

INDUSTRIAL PRODUCTS.

The following is a statement of the industrial products:—8,465 pounds of pork, 11,900 pounds of sugar, 3,650 pounds of butter, 115,509 shingles, 210,000 feet of sawn lumber, or 21,000 boards, 62 ells of cloth, 126 ells of flannel, or 47 ells of linen cloth—all manufactured during the past year, and making a total value of \$3,487.55.

SEED SOWN.

The sowing during the spring of 1863, consisted of 25 *minots* of wheat, 76 *minots* of rye, 270½ *minots* of barley, 19½ *minots* of peas, 1 *minot* of buckwheat, 253½ *minots* of oats, and 423 *minots* of potatoes,—forming a total of 1,068 *minots* sown.

CROP.

The crops of last autumn realised 136 *minots* of wheat, 476 *minots* of rye, 1,587½ *minots* of barley, 127½ *minots* of peas, 20 *minots* of buckwheat, 1,487½ *minots* of oats, and 3,418 *minots* of potatoes, producing a total of 7,252½ *minots*, besides 60½ tons of hay, and 93½ tons of straw,—giving a total value of \$4,350.30.

As it is easy to see, only one-third part of the crop appears here, the remainder having been lost by the settlers. The cause is due to the great drought of the months of June and July, and afterwards to the early frosts during the first days of September, which destroyed, in a few hours, whole fields of backward crops.

Notwithstanding this misfortune, however, this population, whose faith is sufficient to enable them to submit without murmuring to these atmospheric calamities, continued by their energetic efforts, exerted in another direction, to find in the neighbouring lumberers shanties, a sufficiency for the wants of their families during the winter, where they eagerly availed themselves of the opportunity thus offered of restoring that equilibrium of prosperity and comfort which vegetation had not sufficiently afforded them.

Nevertheless, from the above details this hardy population is yet to be found in the full enjoyment of property valued at \$49,066.85, equal to \$516.49 for each head of a family, or \$101.399 per soul, in distributing this value equally among the resident population of the locality.

I will further add, in conclusion, that the expectation of thus acquiring landed property, is for the settlers sufficient to induce them not to give up the hopes which the progress of colonization may afford, notwithstanding the heavy losses that they some times experience, and the numerous difficulties which usually attend the life of the settler during the first years of his settlement in the midst of the forest.

II. TACHÉ ROAD (WEST SECTION.)

The Taché road, which runs parallel to the river, is situated in the middle of that immense forest which extends from the vicinity of the river Chauvière, to the lands round the lake Metapediac, in the county of Rimouski, and passes along the summit of the angle formed by the two slopes, one of which discharges its waters into the St. Lawrence, and the other into the river St. John, in the State of Maine.

This grand route passes through in the west part the townships of Buckland, Mailloux, Montminy, Patton, Arago, Garneau, Lafontaine, Chapais, Painchaud, Chabot, Piché, négamook, and Armand, and is calculated to offer a vast field for colonization to the surplus population of the parishes situated along the river, from Pointe Lévis to River du Loup. However, it is but partially opened.

There are 21 miles opened for settlement in the counties of Bellechasse and Montmagny, and about 30 miles in those of L'Islet and Kamouraska. There is between the Counties of Montmagny and L'Islet, a distance of 21 miles, yet completely unopened; also nearly 55 miles yet in forest, extending from the Mont Carmel road to the Temiscouata road, leaving about one-half of the westerly portion of the said road yet to be opened.

The advantages which must be derived from the colonization of this road are incalculable, since by means of the cross-roads actually opened, or which will be opened, between the parishes on the river and this grand trunk of the colonization roads, all the population in the interior will be placed in easy communication with that of the seigniories; also with all the seaports, wharves, and the railroad, and will become for the former an easy and prompt means of exchanging the surplus of their agricultural produce—all deriving advantages from the development of the great industrial enterprises which cannot fail to be established in the middle of those new localities, at a period more or less remote.

At present the colonization of the Taché road includes five townships: Buckland, Mailloux, Montminy, Garneau and Lafontaine. It is especially in the three first townships that the improvements in agriculture and manufacture are more wonderfully felt, as being powerfully maintained by a wide ambition that is manifested among those various groups who share the lands on the road, and are striving for a place in the growing scale of colonization.

The following, moreover, is the actual state of colonization upon this vast road:—

POPULATION.

The resident families are composed of 160 in possession of 312 lots, as follows:—

Men.....	157
Women.....	118
	— 275
Boys (adults).....	87
Girls ".....	65
Boys, under 12 years of age.....	161
Girls, ".....	150
	— 463
Servants, &c., &c.....	7

Forming a total population of..... 745 souls.

All these families are of French Canadian origin, and have emigrated from the old parishes along the river,

LANDED PROPERTY.

There have been placed in a state of cultivation 3,034 acres, besides 480 acres in slashed timber, forming in all 3,514 acres of cleared land, the whole valued at, 840,248 00

To this happy result is added also the building of 146 houses and 151 barns, valued in all..... 18,375 00

Also 3 grist mills, 5 saw mills and 2 potash manufactures, valued at.... 10,035 00

Shewing a total value on landed property of..... 868,658 00

LIVE STOCK.

This species of property may be divided as follows:—

128 horses.....valued at.....	\$6,400 00
219 milch cows..... “	4,380 00
168 other horned cattle “	9,017 00
279 sheep..... “	558 00
215 pigs..... “	645 00

In all 1,009 head of cattle. Total value..... \$14,000 00

INDUSTRIAL PRODUCE.

The products of domestic industry may be recapitulated as follows:—

28,440 lbs or 142 bbls of Pork, valued at.....	\$1,704 00
12,972 lbs or 972 qts. of sugar, “	973 12½
15,040 lbs “ butter, “	1,880 00
831 m. “ shingles “	1,662 00
317,300 feet sawn lumber or 31,750 boards	1,905 00
421 ells of twilled cloth “	421 00
520 “ of flannel “	260 00
232 “ of linen cloth “	92 80
103 lbs of dressed flax “	15 45

Total value of manufactured produce..... \$8,913 37½

SEED GRAIN AND CROPS.

The following is a statement of the quantities of seed sown and crops harvested during the year 1863:—

	Seed.	Crops.	Value.
Wheat	57¾ minots	446¼ minots	\$ 558.30
Rye.....	76 “	702¼ “	562.00
Barley	658¼ “	6,272 “	5,017.60
Peas	12¼ “	95 “	95.00
Buck wheat	13¼ “	322 “	161.00
Oats	643¾ “	5,293¼ “	2,117.40
Potatoes	1,134¼ “	10,743¼ “	2,685.87½
Furnips	“	25 “	3.75

Total sown....2,496¼ minots. 23,900¼ harvested. \$11,200.92½ value

Hay..... 387 tons - - - - - 3,096.00

Straw..... 352 “ - - - - - 1,760.00

Total value of crop.....\$16,056.92½

Forming a grand total of the actual property belonging to the settlers, of.....\$107,628.30

Equal to \$685.50 for each family, or \$144.46½ for each person, in distributing this sum equally among the whole population.

I am happy to state that the colonization progresses equally well in other ranges adjoining those bounded by the Taché road, in certain townships above mentioned, but th^s

progress of which, though it may be important, is not calculated to be taken into account in the present statement.

Such is, honorable sir, the aspect of that solitary forest which, scarcely twelve years ago, no one dared to attack, but now, thanks to the settlers' labour and sweat, bears the stamp of a happy and powerful conquest, and—what adds to the happiness of those families—the certainty of being able to cultivate peaceably, in the heart of the country, farms to which they have an undisputed right.

III. CONCLUSION.

In fine, such is, sir, the brief account that I have to offer to you, which is of such a nature as to allow you to ascertain exactly the immense influences exercised on colonization by the works of the Government, in the completion of roads, by the impulse which is every where given, as soon as they are opened, to taking possession of the lands fit for cultivation.

In order to convince you of the propriety of these remarks, it will be sufficient to state that although the greatest number of lots in the township of Chapais have been granted more than a year ago, there is not yet any serious indication of the advancement of colonization in that locality, in consequence of the want of communication in order to reach those lands.

In consideration of the evidence of these facts, I therefore cannot help desiring to call your particular attention to the urgent necessity of opening up the roads of l'Anse à Giles, Arago, Ixwarth, Ste. Hélène, St. Alexandre, and of l'ohénégamook, in order to afford to the settlers the facility of reaching the lands of the Taché road, which are intended for settlement.

The whole humbly submitted.

I have the honor to be, sir,
 Your obedient servant,
 SEANISLAS DRAPEAU,
 Agent of the Elgin and Taché roads (west section)

Appendix No. 33, a.

ELGIN ROAD.—Continued.

Recapitulation of the Progress of Colonization in the several settlements traversed by the "Elgin Road," during the year 1868.

Settlements.	Cattle.					Produce of Manufacture.										Seeds.									
	Horses.	Horned Cattle.	Milch Cows.	Sheep.	Pigs.	Total.	Pork, lbs.	Sugar, lbs.	Butter, lbs.	Shingles, m.	Sawn Lumber.	Cloth, ells.	Flannel, ells.	Linon, ells.	Pressed Flax, lbs.	Wheat.	Rye.	Barley.	Pears.	Truck Wheat.	Oats.	Potatoes.	Total, minots.		
Ashford	12	6	11	12	7	49	2900	11250	600	43	.....	25	25	42	68	1	19	29	49	.....	353	624	.....	1534
Kourier	6	6	5	5	7	30	2910	12600	200	37	.....	.....	.....	.....	.....	.....	14	20	1	.....	523	26	.....	1324
Lafontaine	13	12	19	41	19	104	2375	2760	950	9	1000000	14	0	.....	.....	.....	234	68	2	.....	473	142	.....	2863
Garnan	9	6	6	18	14	53	1656	1800	400	214	1100000	.....	.....	.....	.....	.....	5	363	21	.....	35	383	.....	1203
Dionne	2	2	5	21	23	52	1350	3150	900	5	.....	20	30	.....	.....	.....	13	74	82	1	59	994	.....	2623
Carignan	4	14	780	1300	300	2	33	54	34	4	21	443	1124
.....	..	55	65	98	72	312	8465	11909	2650	1153	210000	62	126	47	55	76	2704	104	1	2533	423	1068

TACHÉ ROAD.

Rockland	42	51	82	107	30	378	12510	30955	4730	17	360000	214	240	98	75	294	37	225	83	41	922	977	.....	8013	
Mailleux	58	50	57	59	52	256	6680	3197	3755	264	109250	70	80	57	.....	.....	61	323	197	13	33	1481	2801	.....	676
Moriminy	42	50	76	97	70	344	8230	6130	6220	3493	102050	137	200	77	39	163	61	177	9	57	2251	4211	.....	8924	
Garnan	5	2	4	16	3	29	1100	550	285	.....	.....	.....	.....	.....	.....	.....	4	.....	43	.....	.....	.....	.....	.....	.....
Lafontaine	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	128	168	219	279	215	1009	28440	12972	15040	831	317300	421	526	232	163	573	76	6983	124	133	6123	11314	.....	24961	

REPORT OF THE SUPERINTENDENT OF COLONIZATION ROADS FOR UPPER CANADA.

The Hon. WILLIAM McDUGALL,
Commissioner of Crown Lands, Quebec.

WILLOWDALE, 9th February, 1864.

SIR,—In obedience to your instructions, I have completed the account of expenditure made by the late Mr. David Gibson, Superintendent of Colonization Roads in Upper Canada, on the roads and bridges under his charge, during the year 1863, and I have the honor to transmit the same, and the vouchers thereof, with his report.

In the remarks which I shall offer on the operations conducted by Mr. Gibson during the past year, I shall observe the same order in which he introduced the various works in the last annual report submitted by him, on the 28th January, 1863.

I. EXPENDITURE MADE FROM IMPROVEMENT FUND.

1. *Southampton and Goderich Road.*

In the summer of 1862, this road sustained considerable damage from fires which swept along it in the Townships of Huron, Kincardine and Saugeen. Crossways were destroyed, and timber thrown into and across the road,—and it was otherwise, from traffic and neglect, in bad condition, and impassable. Certain repairs and improvements, were authorized to be made upon it, and these were well advanced when the wet season, in the fall of 1862, put a stop to their progress. The works were resumed when the state of the ground permitted, in 1863, and were carried to completion. The road is in now good condition; but in this state it will not long continue, if it be as before, neglected by the municipalities through which it passes. There is no reason why it should not be kept in proper repair by statute labor. The improvements made are calculated to form the ground work of a gravel road, into which there is a probability of this road being converted.

The amount expended in the repairs and improvement of the road was \$3,374.05.

2. *Road on south boundary of Proton.*

After the works on this road were completed, as stated in Mr. Gibson's last annual report, it was found that certain swampy portions were, in wet seasons, unfit for travel, owing to the great depth of black muck into which horses and wagons would readily sink. These portions were, during 1863, improved by crowning the road way with gravel and clay, and the road is now in good condition for travel. The cost of the improvements was \$266.95.

I may add that the whole works in the western counties, connected with the Improvement Fund, have now been completed.

II. EXPENDITURE OUT OF COLONIZATION GRANTS.

1. *Addington Road.*

The repairs and improvements on the portion of this road which traverses the rocky ranges in the Townships of Sheffield and Kaladar, referred to in Mr. Gibson's last annual report, were during 1863, made by day labour under the immediate superintendence of Mr. Ebenezer Perry, at a cost of \$1000. The works were carefully and skillfully performed, and an excellent road is now afforded through that rugged and barren section. The repairs were designed—and it is believed will be found—to be of a permanent character, adapted to the nature of the country, and offering effectual resistance to the heavy rain, from which, over the rocky range, the road had principally suffered in previous seasons.

At the date of Mr. Gibson's last Annual Report, this road had been formed—though not altogether completed—by Mr. A. B. Perry, to the north boundary of lot 23 in the eight concession of Lyndoch; and surveyed and located by him from that point to the intersection of the Peterson Road in Brudenell. On the 22nd April last, Mr. Gibson was instructed to complete the unfinished portion, and construct the road to the Peterson line, by day-labour, under the charge of Mr. Niel Stewart.

Mr. Stewart immediately proceeded with the work. He finished 2.16 miles of the road formed under Mr. Perry, and, from the point where he left off, constructed the road northward to within a short distance of the Peterson line. Mr. Stewart discontinued the works and dismissed his party, under a misunderstanding of the amount of money appropriated, before it was all expended, leaving a portion of the road unfinished. But this was fortunate. At the rate per mile which the road was costing under the system of day-labour, the balance on hand would not have completed it, but the works remaining were, after Mr. Stewart left, let under contract to Mr. John Murphy at such rates as will enable them to be finished within the sum appropriated. Mr. Murphy has made such progress that travel is rendered practicable over his contract,—the remaining work will be completed, and the whole road finished, early in the ensuing season.

The line, as located by Mr. Perry, terminated about the middle of lot No. 29, in the 9th concession of the Township of Brudenel, but, under your authority, it was carried to intersect the Peterson road, along the side line between lots 25 and 26. While this shortens and gives a superior line for the road, the public will be better accommodated than had the road followed the line located by Mr. Perry.

Mr. Stewart bestowed much care and attention on the construction of the road. It is well made, and a load of 20 cwt. can be drawn over it with ease.

2. Bobcaygeon Road.

Since the date of Mr. Gibson's last annual report, the bridge, then in course of construction over the north branch of South Muskoka River, has been completed.

No other work was performed on this road during 1863. It was in contemplation to improve the road between Ridout and Sherbone, and between Franklin and McClintock, by deviations from the direct line, avoiding certain hills over which the road is now carried, and which otherwise it will be necessary to grade at considerable cost—but no instructions have been given to make these improvements.

3. Peterson Road.

This road was finished at the date of last report, with the exception of certain hills in the Township of Oakley over which it is carried. These have now been all improved by excavation and embankment,—the grades formed admitting of an ordinary wagon's conveying 15 cwt. over them.

The whole road is thus completed between the Muskoka road and the Madawaska river, where it is connected with the Opeongo junction road, (now generally considered part of the Peterson road). Its entire length between these points is 10 1/4 miles, and its total cost was \$35,589.97, giving an average mileage of \$352.49, inclusive of bridges and superintendence.

On the portion of the road passing between the Townships of Guilford, Harburn and Bruton, on the north, and Dysart, Dudley and Harcourt on the south, the underbrush has sprung up and is rapidly increasing. This and the strong growth of timothy grass, which covers that portion of the road in summer, render it difficult to be travelled. A small amount—probably \$5 per mile—would now clear out the obstructions, and make the road free for traffic. As this portion runs through the lands of the Canada Land Emigration Company, it may be proper, if it be liable to maintain the road, that it be requested to clear out the underbrush before it acquire more strength and present greater impediments to the traffic.

4. Muskoka Road

This road has now been completed to the 24th mile-post north of the falls of Muskoka,

in the unsurveyed territory north of the Township of Brunel. From the village of Orillia to the present northern terminus of the line, a good road substantially bridged, is now offered. And over this entire distance, excepting the portion lying eastward of and between the branches of the Muskoka river, a wagon with a load of 20 cwt. can be driven. On the portion of road referred to, there are certain hills over which not more than 15 cwt. can be taken. These hills could be improved and grades formed to enable 20 cwt. to be carried over them, at a small expenditure; and as being south of the Parry Sound road, the hills in question must be passed over to reach it—and as it will be made to allow 20 cwt. to pass along it. I would respectfully suggest the propriety of reducing the road over these hills to easier grades, and give uniformity to the capabilities of both roads.

5. *Victoria Road.*

This road was at the date of last report completed between Lot 21, in the 1st Concession of Fenston, and the 12th Concession of Digby, a distance of 25½ miles. Under your instructions the line has since been surveyed and located from the latter point to the Black River Bridge on the Peterson road, in the Township of Oakley, the distance being 13½ miles. Contracts having been entered into for the construction of the work, a bridge about 103 feet in length and consisting of two spans, has been built over Black river in the Township of Dalton, and the road has been cleared, grubbed, leveled and crosswayed throughout. Certain excavation, embankment and ditching remain to be performed during the ensuing season. Meanwhile the road under contract is in such a state as to enable parties to go in and settle on the land. All the Government lots along the line, adapted for settlement, as far north as the Township of Longford, have been taken up, and parties are creating "squatters claims" on the lots in Oakley, adjoining the road.

6. *Opeongo Road.*

This road is now completed to the 22nd mile-post, at Lot 66, numbering from Opeongo Lake eastward. The upper portion of the 19 miles, built under Mr. Brennan's contract, did not come quite up to the requirements of the specification. The contractor was unwilling to return to it, and the lumbermen using the road having written, expressing satisfaction with its condition, it was thought better to make a deduction from the price, corresponding to the deficiency of workmanship, and take the contract off Mr. Brennan's hands. This was accordingly done, and the amount deducted from his estimate—\$165—can be laid out on the defective portions, if necessary, when the road is further proceeded with.

7. *Burleigh Road.*

At the date of last Report, certain works were under contract between the south-west angle of Lot 40, in the 13th Con. of the Township of Smith, and a point about a mile south of the Burleigh bridge. This portion of the road, extending to a little over three miles, was completed during 1863. There is thus now a good road, substantially bridged, opened for travel from the point first mentioned, where it connects with the Peterborough road, to the 23rd mile-post north of Burleigh bridge, a distance of about 27 miles.

In November last a contract was entered into with Mr William Lackey, for 20 miles of this road, commencing at the 23rd mile-post, and running northwards to the confines of the Canada Land and Emigration Company. The works under this contract are now progressing. There have been four miles chopped, and six miles underbrushed; and the whole works fall to be completed in November next.

8. *Orillia and Muskoka Road.*

The sum of \$1,000 was appropriated by Government, and a similar amount by the municipality of Orillia, for opening and improving this road. These several sums have been expended on the road, which is now in good condition and suitable for the traffic that passes over it.

The improvement of this road was very necessary, as it forms the approach to the Muskoka road, and over it to the Parry Sound road.

9. Parry Sound Road.

This road commences at a point on the Muskoka road, near to the 9th mile-post north of the Falls of Muskoka, and follows the west boundary line of Stephenson to a point near to the south end of the 6th concession, whence it proceeds in a north-westerly direction to Parry Sound.

In October last a contract was entered into with Mr. Samuel Cooper for the construction of 20 miles of this road, commencing at the Muskoka road. There have been about seven miles chopped and ten miles underbrushed, and the whole works have to be finished in November next. There are tracks of excellent land along this road, and on these parties are settling rapidly, although the territory is yet unsurveyed.

10. Bridges over Petewawa and Chalk Rivers, Pembroke and Mattawan Road.

Mr. Gibson having examined the designs for these bridges, which accompanied your instructions of 4th October last, was of opinion that it would be imprudent to adopt them. He proceeded to the sites selected, and having examined these, he designed plans for bridges suitable to the requirements of the rivers, and gave out contracts for their construction.

The bridge over the Petewawa is 260 feet in length, and consists of three spans—one of 40 feet, one of 60 feet, having king-posts, and one of 120 feet, on the principles of Howes' Truss and Queen Post combined, which stretches over the main channel of the river, leaving it entirely clear for lumbering purposes. The superstructure is to be supported by substantial piers and abutments of crib-work filled with stones. It is in the course of construction, and will be completed in the ensuing spring.

The bridge over Chalk river is a simple structure, consisting of abutments of crib-work, supporting a span of 46 feet 9 inches, with approaches formed of stringers and plank. This work has been completed.

11. Road through Lake and Wollaston.

Under instructions from your Department, dated 6th November last, the survey of this road has been nearly completed. In the Township of Lake it runs over a somewhat broken and rocky country, but in Wollaston tracts of excellent land abound, and settlers are rapidly locating themselves. A good line for the road has been obtained, which will be very inexpensive in its construction. On the survey being completed, no time will be lost in making the necessary returns.

District of Algoma.

Although the estimates from time to time, made under the contracts for the roads in this district, were paid by Mr. Gibson, and shown annually in his amount of expenditure, yet being under the separate and independent superintendence of A. P. Salter, Esq., the reports on their progress and condition were made by that gentleman to the Department.

When the change devolved on Mr. Gibson, the only contract in progress was that for the Great Northern road between Garden and Thessalon rivers; a distance of 26.186 miles, the works on which were well advanced towards completion. On that distance there were numerous small streams over which round-log bridges were built. Echo river was the only one of magnitude requiring to be bridged. A bridge on a design by Mr. Salter was abandoned after it had been partly built. The bridge which now spans the river was constructed on plans and specification prepared by Mr. Gibson. Its cost was \$1,095 47, but from this was deducted the sum of \$97.74, being the price of certain material got out for the bridge originally designed, and paid for by the government, but which, after that work was abandoned, was sold to the contractor and used in the existing structure.

The various works on the road had been laid out by Mr. Salter, and were so far advanced that Mr. Gibson had little opportunity to bring into operation the system of economy which he carried out in other Colonization Roads under his charge. As stated in the memorandum in regard to this road, laid before you on the 7th December last, Mr. Gibson, on his only visit to the works while in progress, in 1863, "had no specification to

consult. He had no instructions to interfere with Mr. Salter's orders, nor did he countermand them, excepting to prevent a very heavy and unnecessary expenditure in grading a high hill near to Thessalon river, over which the road had been chopped—directing the road to be carried round the hill." When completed, Mr. Gibson made a very careful and minute measurement of the whole work, between Garden and Thessalon rivers. On his return here a vast number of tedious calculations were made in preparing a statement of the work performed;—and this statement and a memorandum, going fully into the whole case, were sent to the Department, where the contractor's claims were considered and settled.

The total cost of this portion of the Great Northern road was \$36,657.78, giving \$1,399.90 as the average cost per mile, inclusive of bridges.

The road has been substantially and well made throughout. Unlike the Colonization Roads in Upper Canada, constructed by Mr. Gibson, which deviate within the 40 feet to avoid stumps, rocks or other obstructions, the Great Northern road follows a straight line, from which all such are removed. This in a colonization road designed to open the country to settlement, seems very unnecessary. In many of the old settled townships of this section, stumps abound in the concession and side lines, and the roads wind their devious ways among them.

These observations, I believe, embrace all the operations of the past year. Three weeks ago Mr. Gibson left this place in perfect health, to transact certain business in your Department. While in Quebec he was attacked by a sudden illness, which unhappily ended in his death.

Mr. Gibson was about ten years ago, appointed to the office which he held at his death. Having been associated with him nearly all that time, as his assistant in the business of his office, I have had ample opportunities of observing the sterling integrity of his character, the zeal uniformly evinced by him in the service of the Government, and the anxiety constantly manifested to promote the best interests of the country, where these were affected by the duties entrusted to him. He was consistent and unremitting in his endeavors to have the works committed to his charge efficiently and economically performed; and while his honest independence of character kept him aloof from any act of oppression or injustice towards contractors, he was ever disposed to deal by them with such liberality as he could exercise consistently with his duty to Government. His abilities and great experience as an engineer, his extensive acquaintance with the country, the amenity of his disposition and the confidence which he inspired, enabled him very successfully to discharge the duties of his office. In him, I can truthfully say, the Government has lost a most valuable and upright servant. I should do violence to my own feelings did I withhold this feeble tribute to Mr. Gibson's memory, and I cannot think it out of place in discharging a duty which the hand of death prevented him from performing.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

WILL. MORRISON.

EXTRACTS FROM THE REPORT OF THE INSPECTOR OF ROADS AND SURVEYS.

DEPARTMENT OF CROWN LANDS,
QUEBEC, 16th November, 1863.

To the Hon. the Commissioner of Crown Lands.

SIR,—On the fifth of October last, I received your instructions of that date to proceed to the examination of the recent improvements made during the past summer, upon the Pembroke and Matawan, the Hastings and Orillia, and Muskoka roads. Also, to inspect the survey of the Township of Monck, and to examine, while in the vicinity of the Severn river, the mill-sites upon the east branch thereof.

The latter duty I have performed and specially reported upon in obedience to your

further verbal order, and I now proceed to offer my report upon the road improvements and survey above alluded to.

The improvement on the Pembroke and Matawan road consists of a new road made from the mouth of the Petewawa to the Chalk river—10 miles—the line being prolonged and located 10 miles further, to free grant lot No. 4, in the Township of Rolph, on the old Pembroke and Matawan road, as shewn on the accompanying map of this section by a dotted red line. After ascending a pretty long hill the new road traverses a gently undulating country, denuded of heavy timber, cropped for some three or four miles with broken thickets of pine and eypress: even these disappear almost totally for two or three miles, so that a barren, sandy plain, without tree or shrub of any magnitude, is traversed, until somewhere about the 6th or 7th mile, where the road turns down into a swampy and subsequently more broken country. At and about Chalk river, some evidences of clay soil appear, and a tolerable growth of pine timber with some small admixture of hardwood. This line for a distance of about 6 miles after ascending the bank of the Petewawa River, needed scarcely any formation; indeed, for the most part over this distance, nothing more was necessary than the clearing of the track of a brush debris that in some places littered it, or where it passed through a little grove of eypress or pine bushes, to clear them from the road. Mr. Johnson has, however, taken out a shallow ditch on either side road, and cast the tufty sods into the centre of the track, the effect of which is to render the travelling upon it rough and uneven, which would, if the soil were left in its natural condition, be smooth and pleasant. The land, moreover, being almost pure sand, and exceedingly porous, needs no ditching; and, indeed, is only rendered compact (and thus benefited) by the rain; so that a great portion of the labor bestowed on this part of the road I consider to be at least useless.

The last 4 miles of the road, passing over a different part of the country from the first six (as previously described), have been carefully and well made. They are thoroughly grubbed, ditched and stoned, sufficiently graded and evenly cross-laid, where required. The whole cost of the road (in length, something over ten miles) has been \$2,067.51, or an average of about \$206 per mile.

In order that this road may be of the service contemplated in the report of Messrs. Johnson and Sinclair, it is absolutely necessary to continue it northward to the intersection of the old road near Point Alexander, about 10 miles further.

My next examinations were made upon the Hastings road, in two certain sections of which we have this year created improvements by altering the route and making a new road to the extent of about 14 miles, in one instance, and 11 in another.

The first is through the Township of Tudor, commencing at the Jordan Creek, deviating northward from the old road, almost immediately after crossing the said stream and passing through the central parts of the Township, attaining the double end of an incalculably better route for a road, and the opening up of the best portions of land in the Township, thereby securing their immediate sale and settlement.

I am happy to be able to state that Mr. Snow, the Provincial Land Surveyor, instructed by you to explore for and locate this change, has carefully and judiciously performed the duty, and, as the result of such efforts, has succeeded in defining a line of road through an unusually rough and broken country, which is, nevertheless, upon its completion, without anything seriously deserving the name of a hill, or even of a heavy grade; and further (which is specially worthy of consideration), the change in question avoids entirely one of the very worst sections of the Hastings road.

The formation of this road is, in my estimation, thoroughly and judiciously done. It is stoned and grubbed completely, every tree found standing on the portion of the road to be formed having to be felled from the roots, and the graded surface of the road rendered smooth and compact.

The marshy and swampy portions—of which there is a considerable extent, owing to the low lands and creek valleys being generally selected to avoid expensive hill-cuttings—are carefully fascined or cross-laid. Where an abundant supply of good timber could be obtained, cross-laying has been the method chosen as being least expensive. The logs are generally of cedar, well sorted, of equal length, and partially flattened with adze-work, so that neither great labor for cattle in the draught, nor violent jolting to the load itself, whatever it may be, is experienced. Where good timber, however, could not be obtained,

as in the case of marshy land, covered over with a sapling or brushwood growth of tamarack, cedar, pine and fir, a rough bed of any description of timber to be had adjacent is first laid at right angles to the road (which, with the superincumbent weight afterwards placed upon it, generally sinks its full depth in the swamp, being thus, by perpetual exclusion from dry air, preserved from rot); these are next well covered and leveled with brushwood, and lastly coated with a good layer of earth. Thus, in the most marshy and swampy places a road bed and surface is secured, equally solid, permanent, and good as that over the dry lands.

About four miles of this change yet remains to be completed, viz: from the crossing of Beaver river to the terminus of the north-west corner of Tudor. This is much the easiest part of the route, and may be completed at a cost of \$100 less per mile than the part already constructed. The work is now suspended for the winter, but will be resumed and completed early next season.

The second improvement on this road commences immediately after crossing the York Branch river. It is also a new route selected to avoid the exceeding hilly and circuitous line of the old road, which has been effected to the extent of shortening the road about two miles in ten, and gaining an easy grade without a single hill of any serious difficulty. The new route turns westward from the old one and traverses a table flat of the York Branch formed between the said river and a high range of rocky bluffs skirting the river as far as the valley of Bird's Creek, where the road turns eastward, following the said valley which again communicates with another small valley lying in a northerly direction, and finally merges into the old road on lot 42, in the Township of Monteaule.

Seven and a half miles of this road have been completed, exhibiting as marked a contrast with the old road as can well be imagined. There is no hill upon the whole distance on this line. The old route is an almost continuous succession of high hills from first to last. On the new road twenty ewt. can be drawn throughout without the smallest difficulty. On the old road over some of the hills, an empty wagon is a sufficient load for one team, while a comparison of time required to travel either route is two to one in favor of the new road.

The road is well made, and is decidedly the very best piece of colonization road I have ever travelled. About three miles and a half remain to be made to complete this change. The works are stayed for the winter, as on the Tudor line previously described, and in like manner with that will be taken up and completed early next season.

In concluding this part of my report, I may be allowed to state that I am more than ever convinced of the propriety and solid advantage resulting from the system of road-making as pursued in the above improvements. The great superiority exhibited in them over any other roads of similar character that I have examined (even when, as in these instances, constructed under the trammel of employing, out of charitable considerations, every class of laborer, young and old, weak and strong, lame or lazy, who presented themselves for employment), fully demonstrates, I think, that under circumstances which would leave the superintendent free to select such laborers as his judgment approved of, its real economy and practical value would be fully established.

* * * * *

The next examination I have to report was made from the village of Orillia, in the Township of North Orillia, on Lake Couchiching, over the road connecting the said village with the south end of the Muskoka road, where it terminates at the outlet of the Severn river. This road is a most important feeder of the Muskoka colonization road, and was worthy of the attention directed towards it by the Department in appropriating the sum of \$1,000 (on condition that a like sum should be expended by the municipality of Orillia) for its improvement. This amount has accordingly, it is averred, been expended under contract arranged by the superintendent, Mr. Gibson; but I am bound in candor to declare that the road is yet very far from being throughout even a good *bush* road. * * From this point I proceeded up the Muskoka colonization road as far as the South Falls of the Muskoka. This road, for the most part, is in a very bad condition; some few places have been improved by the settlers, but on the whole little has been done.

Voluntary road-work amounts generally to but little. The intelligent portion of the

settlers are, however, taking steps to become incorporated as a municipality, when a good deal of statute labor may be made available for the benefit of this road.

From the South Falls I passed down the south branch of the river and visited the Township of Monek, which is bounded on the south-west by the main Muskoka river, the eastern boundary being a short distance below the junction of the north and south branches. I found the lines of surveys in this township well opened, posted and blazed. The river appears to have been carefully traversed, and everything I observed connected with the survey indicates the work to have been performed by one anxious to discharge his duty and fulfil his instructions in a creditable manner. Mr. Wm. Deane is the surveyor. This township contains a good proportion of very fair, cultivable land; as a consequence (being unusually convenient of access), settlement has gone on rapidly, and every lot in the township at all desirable will very shortly be taken up. Some quite considerable clearances are already beginning to appear, and a very few years will, I doubt not, develop this as an important middle station for market sales and supplies, in this Northwest, or Parry Sound District of settlement. Good fish abounds in the Muskoka river and lake, among which salmon-trout, bass and pickerel occupy the first place. From the Township of Monek I passed up the north branch of the river and visited the saw-mill erected at the North Falls. This is of some importance to the community affording, as it does, a small supply of lumber for their wants, but it is a poor, miserable affair. The proprietor is evidently a person possessed of no sufficient means to improve the site or utilize the splendid water-power that exists here. Any amount of machinery could be driven at this site under the most advantageous application. The North Bridge (so called) on the Muskoka road spans the contraction here formed by the narrow, rocky gorge through which the river descends.

From this point to the South Falls by the Muskoka road is three miles.

Returning from the points lastly described, I visited the mill-sites on the east branch of the Severn river, on which I have, as before stated, reported in my communication to you of the 11th November last.

In conclusion, I beg to direct your attention generally to the increasing interest which is being developed year after year in the Muskoka and Parry Sound district. The Township of Stephenson, only recently in the market, is fast filling up with an industrious population. Monek, Macaulay, Draper and Muskoka are fast improving, and owing to the slowly, but surely demonstrated fact, that, in the section in question, exists the best agricultural lands the Government possesses unopened for settlement, and the excellent facility by water-communication to approach the same, the tide of immigration is naturally and reasonably being directed thitherward. In view of this I would strongly recommend that some further appropriation be made the ensuing season for the improvement of the Muskoka road as far as the South Falls, where a town plot has just been surveyed, by instructions from your department. \$2,000 judiciously applied—not by contract, as in the case of the Orillia road, described in this report—but after the method so satisfactorily essayed on the Hastings road the past summer—would, I think, render this road a very passable one indeed.

I have the honor to be, sir,

Your obedient servant,

JAMES W. BRIDGLAND.

EXTRACTS FROM THE GENERAL REPORT ON COLONIZATION ROADS AND SURVEYS.

To the Honorable

The Commissioner of Crown Lands.

SIR,—I beg to offer for your consideration the following General Report on Colonization Roads in Canada West, and suggestions for appropriations to prolong or repair the same in the ensuing year, 1864.

PEMBROKE AND MATAWAN ROAD.

LOCATION.—Commences at Pembroke on the Ottawa river and skirts the same as far as the mouth of the Matawan river, about 100 miles.

This road was opened and made passable as early as the beginning of 1854, as a winter road. Since that period, it appears to have been made and maintained as a summer road, as far as the mouth of the Petawawa. From this point upwards on the old route the bridges are mostly broken down, and the road rendered impassable. Here, at the Petawawa, commences the improvement made during the past season as far as Chalk river, and detailed in my report of the 16th November last. The only appropriation needed for this road, I think, is the amount necessary to defray the expense of making the Petawawa bridge, now in process of construction. An appropriation of £400 was made by Order in Council of 3rd of October, 1857, for the constructor of a bridge over this river, at the same point now chosen. The work, however, for some reasons was never proceeded with. The bridge at present projected by Mr. Superintendent Gibson, and already contracted for by Richard Dickson, of Pembroke, will cost, per contract, \$1,815.73.

OTTAWA AND OPEONGO.

LOCATION.—From Farrell's Landing on the Ottawa, in a north-westerly direction to Opeongo Lake, about 100 miles.

This road is represented by the agent to be in a very bad condition, especially from the Renfrew and Addington Junction upwards.

All this section, however, is pretty well settled, and is under the control of municipalities who should be competent to apply the statute labor in such a manner as to render special aid now (for ordinary repairs) unnecessary. Unless some unusual damage occur, (such as the failure of an expensive bridge, or an extensive rupture through floods) I cannot perceive that in this, and similar cases, there should be an appropriation for general repairs * * * * *

With regard to its further extension at present I do not think it would be advisable. Mr. A. J. Russell, in his report to the Bureau of Agriculture of the 4th February, 1859, states the length of this road from the Ottawa to the end of the Madawaska "Junction Road" to be 60½ miles; and Mr. Gibson, in his report to this Department of 28th January, 1863, gives the length of road made above the point where the "Junction Road" commences, as 33 miles. The whole length of the Ottawa and Opeongo road (including the junction road to the Madawaska) as constructed and prepared for travel, therefore, is about 93 miles. The land becomes extremely rough, broken and poor at the upper end of the road, and as it would form no advantageous connection with any other road, nor lead to any better section of land to extend it, it would not be advisable, in my opinion, to resume operations upon it for the present.

FRONTENAC ROAD.

LOCATION.—Commences in the Township of Hinchinbrooke, passes through Clarendon and part of Miller to the Mississippi road.

This road was built partly under Mr. Godfrey's superintendance, and partly

under Mr. Snow's. The part from the Mississippi river to the Mississippi road is still in good condition, but that part southward of the river is, according to Mr. Gibson's report of the 15th July last, a good deal out of repair. He estimates, however, that from \$600 to \$800 will suffice to put it in such a condition as will allow a load of 15 cwt. to be drawn over it from end to end. As the appropriation of \$1,000, for repairs upon the road, made by Order in Council of 24th of October, 1862, has not yet been expended, no further aid to it is necessary, unless it should be deemed advisable to extend the road further northward. This I think of very doubtful propriety. The location of it, after intersecting the Mississippi road (which forms its present terminus,) for four or five miles, is close to, or identical with, the last named road. It then turns more directly northward, but still converges somewhat towards the Addington road, from which, at its location terminus on the Madawaska, it is not more than seven or eight miles distant, whereas, at the same parallel, between the Addington and the next colonization road, viz., the Hastings, the distance is at least thirty miles. The superintendent suggests upon this subject whether it would not be judicious to change the site of this road, carrying it more eastward to the Madawaska. If it be desirable at all to continue the road, I entirely coincide with his opinion; but I cannot see that it is requisite to prolong the road any further.

The whole country here is sufficiently accessible through the Opeongo road, the Madawaska river, and the Mississippi road, all running in north-westerly and nearly parallel directions, and of distances of not more than ten or twelve miles apart. * * * * *

ADDINGTON ROAD.

LOCATION.—From Clareview in Sheffield through Kaladar, between Barrie and Angelsea, and through Abinger, Denbigh, and then through Lyndock and Brudenel to the Peterson Road Line.

This road had been stayed in its extension until last spring when the prolongation of it was taken up on Perry's survey of the line through Lyndock and Brudenel, to the Peterson road, or to (as this part of the Peterson road is more commonly designated) the Ottawa and Opeongo junction road.

Laborers were employed by the day under the superintendence of Mr. Neil Stewart, who, on the above system, had constructed the road as far as the 7th concession of Brudenel, when, it appears, he abandoned the work, and the Superintendent has let the remainder, viz: to the intersection of the Peterson road, to be completed by contract.

The sum of \$4000 was appropriated by Order in Council of the 2nd March, for constructing this part of the Addington road, which amount I infer from Mr. Gibson's letter of the 14th November, will be sufficient to complete the road to the junction with the Peterson.

Last year, in compliance with various applications and recommendations, \$1000 was appropriated for repairs, chiefly in the Townships of Sheffield and Kaladar. This amount has been expended by the Agent, Mr. E. Perry, under the Superintendent's direction.

THE MISSISSIPPI ROAD.

LOCATION.—Commence in North Sherbrooke, and passes thence through Palmerston, Clarendon, Miller, and Abinger, to the intersection of the Addington road, to which last point it is made and traveled.

This road was originally well made, and it has generally been conceded, is a model road. No additional amount has been expended upon it for repairs since its formation, nor has any complaint reached the Department, calling for such aid.

It has been further located through the Townships of Ashby, Mayo and Dugannon to the intersection of the Hastings road, somewhere in the valley of York river. The location through the Township of Ashby is somewhat tortuous and rough, and would, on the present site, be expensive to make owing to the exceedingly broken character of that part of the Township.

Mr. Snow has discovered, since the period of the road survey, a much better route for

a road, passing also through very good hardwood land, west of Thirty Island and Bark Lakes.

This road, with the above change of location effected, will pass through three townships of fair average quality of land, two of which, viz., Dungannon and Mayo, are as yet mainly unsurveyed, Mayo entirely so, and Dungannon having only one range of blocks adjacent to the Hastings road subdivided.

The Mississippi road is thence, viz: from its intersection with the Hastings, projected westward to the bridge, over the east branch of the Severn river, as forming a grand middle road between the Peterson road and the navigable waters of Sturgeon, Buckhorn, Salmon and Stoney lakes, passing through Faraday, Cardiff, Mounmouth, Glamorgan, Suowdon, Lutterworth, Digby, Dalton and Rama, and when completed will form a nearly direct road-line of communication between the Ottawa and Lake Simcoe. The full completion of this road, however, cannot be accomplished in one year; but its construction is, in my opinion, so desirable, and even necessary, to forward the settlement of this vast tract of yet comparatively unsettled country, that I would strongly recommend its progress not to be lost sight of.

THE HASTINGS ROAD.

LOCATION.—From the Village of Madoc, northward through Madoc and Tudor, and between Tudor and Lake, Wollaston and Limerick, Faraday and Dungannon, Herschel, Montcagle, &c., &c.

Considerable improvements have been made on this road during the past summer, as I have stated in detail in my report of the 16th November last.

The improvement contemplated by the Hastings County Council (* * *) will make this road a good one, as far as the Township of Tudor—say 14 miles.

The improvement from the the Jordan Creek in Tudor, to the south-west corner of Limerick, will constitute 14 miles more of excellent road, and the second improvement—above York Branch again—will add about 11 miles more, making in all about 39 miles of good road, in an entire distance of about 63 miles. There will still therefore remain, of this whole distance about 24 miles of bad road to complete the Hastings as permanently good, as far as the middle of the Township of Montcagle; and as the portion of the road above this is in a comparatively fair locality,—and a good settlement exists in the north-west corner of Montcagle and the north-east of Herschel—the people would be very well able to improve this small part of the road themselves, if a small appropriation were judiciously expended the ensuing summer, upon intermediate sections of it—from York Branch to Tudor, and from Tudor to Madoc, north boundary. The whole of the Hastings road might then be pronounced a good colonization road, and immediate and very encouraging results would, I am confident,—through its settlement and general improvement—be witnessed.

THE BURLEIGH ROAD.

LOCATION.—From Burleigh Rapids through Burleigh, Anstruther, Chandos, Cardiff, Monmouth and Dudley, to the Peterson Road.

About twenty-three miles of this road were made by contract; twenty more are now under construction in the same manner for the gross sum of \$4,952.50.

The sum of \$9,000 was appropriated towards its extension by Order in Council of the 24th of October, 1862, \$1,500 of which was applied for the settlement of the last contract. After completing payments on the present contract, there will remain, of the last appropriation, a balance of \$2,547.50.

The completion of this contract will carry improvements on the Burleigh road as far as the 43rd mile. There will then remain about thirteen miles of unfinished line to reach the Peterson road.

THE BOBCAYGEON ROAD.

LOCATION.—From the Village of Bobcaygeon Northward, between Harvay, Verulam,

Somerville, Galway, Lutterworth, Snowdon, Minden, Anson, Hindon, Stanhope, McLean and Ridout.

This road is formed as far as the Muskoka river, in the township of Franklin. There have been various complaints from settlers, and others, of the bad and almost impassible condition of it. * * * * *

The Bobcaygeon has cost already, according to the superintendent's report of last year, upon that section lying between Bobcaygeon village and the Peterson road, upwards of \$732 per mile. * * * * *

THE CAMERON ROAD.

LOCATION.—From Balsam river near its outlet northward through the narrow lots fronting on the Balsam lake and Gulf river—crossing the Gulf river at Coboconk—then northward through the Township of Luxton.

As the "Monck road" will probably pass within four miles of the present northern terminus of this road, I think it very desirable that the latter should be extended so as to form a junction therewith—and I would suggest that a sufficient appropriation be made for that purpose. * * * * *

THE VICTORIA ROAD.

LOCATION.—From Lot 20 in Eldon, between Eldon, Fenlon, Bexley, Carden, Luxton, Dalton and Digby—thence across Longford and Oakley, intersecting the Peterson road near the bridge over the Black river.

An appropriation of \$4,500 was made to complete this road through Longford to its present terminus, by Order in Council of the 24th of October, 1862. * * * * *

The contract was taken by Joseph Fee and Wm. J. Lindsay, in May, 1863, for \$2,526.27, and reported by the superintendent in October last, as nearly completed. There will hence remain, of the appropriation made for this road, \$1,973.73, to be applied to other improvements.

It has been suggested with reference to this road, that all the crossways on it should be covered with earth as far as the Peterson road—that is, in fact, the whole length of the same; probable cost—\$2,000.

THE MUSKOKA ROAD.

LOCATION.—From the foot of Lake Couchiching northward through Morrison, Muskoka, Draper, Macaulay and Stephenson.

This road is completed to the vicinity of Fairy and Vernon lakes, and passes through much good and fast improving country; indeed the land all the way from the Falls (24 miles beyond which the road is made) is of the best quality to be found in this latitude. At about the ninth mile the Parry Sound road line branches off from this road in a north-westerly direction, passing between Skeleton and Rosseau lakes, and leading to a large section of tolerably good land for settlement in that direction. Hence it will be seen that the Muskoka road is, for 30 miles of its length, the highway, not only to the section of country for the opening up of which it was directly undertaken, but also to that lying to the north-west, which is subsequently to be reached by the Parry Sound road, which branches off from it at the above cited distance. At a distance of about twelve miles on this road, it approaches within 40 chains of a bay of Muskoka lake, whence in the summer season, convenient access by boating can be had to the country lying to the westward of Lake Joseph, and also (though by a somewhat circuitous route) to the south and north falls of the Muskoka river.

The great public utility of this road, and its special claim to support in the interest

of general settlement, induces me to recommend heartily a small grant to improve it, as far as the the town plot, laid out at and north of the South Falls.

There are here about twenty miles of road which a judicious expenditure of the above amount would render very passable.

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THE PARRY SOUND ROAD.

LOCATION :—*Begins at about the ninth mile north of the Great Fall, on the Muskoka road, following northward the western boundary of Stephenson for about three miles, then runs in a north-westerly direction to Gibson's mills at Parry's Sound.*

The last road I have to mention is the "Parry Sound." The contract for the formation of twenty miles of this road was formally accepted in April last. No work had been done upon it, however, up to the date of my visit to that vicinity in October last. The contractor informed me then that he had just received directions from the superintendent to proceed actively with the work.

Of course the only part of the work that can be accomplished this winter will be the chopping of the track to the proper width preparatory to clearing and grading the same in the spring. These twenty miles have been let, according to Mr. Gibson's report, for the gross sum of \$3,664.56, an average of about \$184 per mile. There will remain, after these twenty miles are completed, to reach the Parry Sound road terminus, about 23½ miles. This latter distance, at the rate that the first twenty miles were contracted for, would cost \$4,224, and the total amount required for the 43½ miles of the Parry Sound road would be \$7,888, leaving a balance of the appropriation made for the construction of this road, by Order in Council of the 24th of October, 1862, of \$2,112.

It would thus appear that no further appropriation will be necessary the ensuing season for this road, as it is not at all probable that more than than 43½ miles of any one road will be made in a single year.

I have the honor to be, sir,

Your obedient servant,

(Signed) JAMES W. BRIDGLAND.

Col. Roads Branch, Feb. 9th, 1864.

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