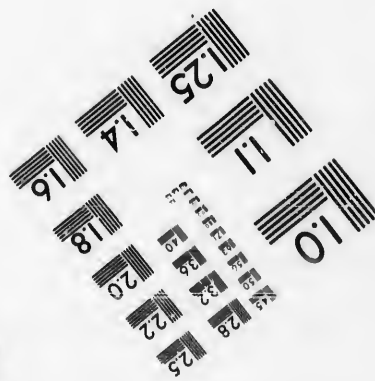
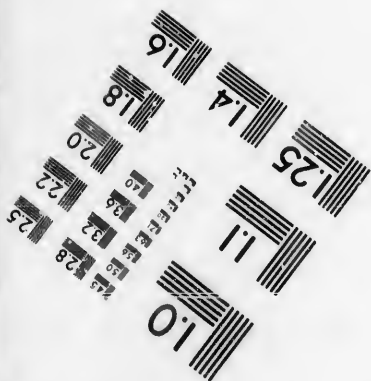
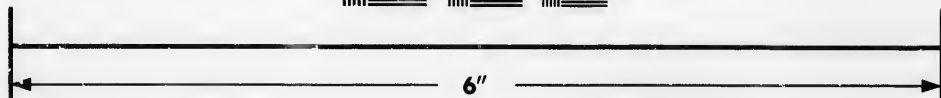
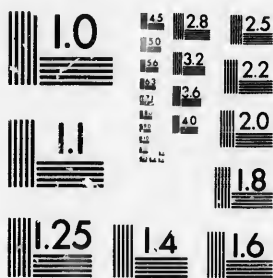


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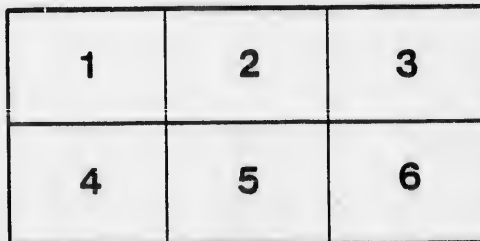
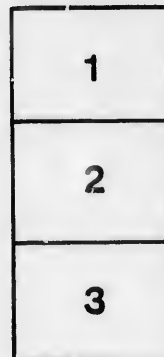
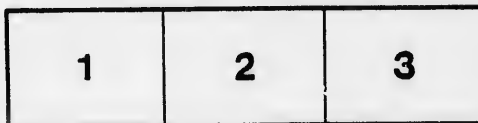
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- ON

COLONIZATION ROADS

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IN LOWER CANADA,

FOR THE YEAR 1861.

BY BOUCHER DE LA BRUÈRE, ESQ.



QUEBEC:
PRINTED BY HUNTER, ROSE & LEMIEUX, ST. URSULE STREET.
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REPORT

ON

Colonization Roads in Lower Canada,

FOR THE YEAR 1861.

OFFICE OF THE INSPECTOR OF AGENCIES,
St. Hyacinthe, 1st March, 1862.

To the Hon. P. M. VANKOUGHNET,
Commissioner of Crown Lands,
&c., &c., &c., Quebec.

SIR,—In beginning this Report, I beg leave to pay a tribute of respect to the memory of the late Thomas Boutillier, Inspector of Crown Land Agencies for Lower Canada, whose loss we have to deplore. I feel it a duty incumbent upon me to refer to the eminent services rendered by this lamented gentleman to the cause of Colonization.

The efforts of that honorable man were constantly directed towards the settlement of the children of the home-population upon their native soil. I owe it to his memory to bear witness that it was in the fulfilment of his arduous duties that he contracted the disease that carried him to the grave, and deprived the cause of Colonization of one of its ablest supporters.

Temporarily charged with the superintendence of Colonization Roads in Lower Canada, I have the honor to submit to you the following Report, respecting the work done upon them in the year 1861.

The extent of road opened in 1861, under the direction of this office, amounts to 176 miles and 6 $\frac{1}{2}$ arpents.

Of this, 9 $\frac{1}{2}$ miles and 27 $\frac{1}{2}$ arpents, besides 15 miles and 22 $\frac{1}{2}$ arpents previously opened, have been completed, thus giving a total of 110 miles and 22 arpents of highway completed in 1861.

Bridges have been built having an aggregate length of 5438 feet, besides 7 miles and 10 arpents of crossway.

Besides the above mentioned works, fifteen miles and 12 arpents of old road have been repaired.

The sum disbursed for these several works in 1861 was \$42,733 06.

The cost of the roads, including the bridges and crossway, less the various sums expended for the repairs of old roads, and the balance remaining in the hands of the Conductors of works, has, upon an average, amounted to about \$212 a mile.

If we consider the work done under the direction of this office since its first establishment, we shall find that the extent of road opened since 1854, is as follows:—

In 1854.....	342 $\frac{1}{2}$ miles.
1855.....	242 “
1856.....	179 “
1857.....	276 $\frac{1}{2}$ “
1858.....	110 $\frac{1}{2}$ “
1859.....	133 $\frac{1}{2}$ “
1860.....	174 $\frac{1}{2}$ “
1861.....	176 $\frac{1}{2}$ “

1634 $\frac{1}{2}$ miles, or
844 $\frac{1}{2}$ leagues.

The amount paid to the conductors of works for the opening of these 16344 miles of road, less the balance remaining in hand, was \$372,690 00.

If we deduct from this amount the sums expended in the erection of a number of large bridges, built independently of the roads, and which altogether have cost \$19,198 00, we have a balance of \$353,492 00, which has been expended in the opening of Colonization Roads, including ordinary bridges.

The cost of these 16344 miles of road has been, upon an average, about \$216 a mile.

If we look back upon the past eight years, we shall be astonished to see how great the progress of colonization has been throughout the country in that time, consequent upon the opening of roads in the Townships. The efforts of the Government have been seconded by private enterprise, and the settlers themselves have not hesitated to make sacrifices, in order to favor the opening of the roads. From the beginning, not only laymen, but also several of the clergy might be seen directing the settlers in their first operations, without desiring any remuneration for their time and trouble. Their example had a salutary effect, since it shewed the importance of the settlement of the country by the children of the soil; for evidently these sacrifices were made solely for the benefit of their fellow-countrymen. Great numbers of settlers hastened therefore to establish themselves along the newly opened roads, in many cases going several miles into the forest in advance of the workmen, in hopes that the roads would be continued as far as their settlements.

For some years past the public has been so fully convinced of the real value of land in the Townships, that many farmers from the old parishes have been known to sell their comfortable homesteads in order to come and settle upon these new lands. Formerly such localities were selected by none but the man of straitened means, who devoted all his powers to the hard task of clearing his land.

If sufficient sums are voted by the Legislature for the opening of new roads, there can be no doubt but that in a few years the Townships will become a mine of wealth to the country; for the prosperity of the United States, and even of Upper Canada, may be traced to their newly cleared land; flour, wheat and corn are principally derived from the West, in other words, from land more or less new.

Another great proof of the daily increasing importance of the Townships, owing to the opening of the Colonization Roads, lies in the fact that in 1856, two years only after the creation of this office, the ecclesiastical authorities had already provided for the erecting of 22 churches in the vicinity of the newly-opened roads.

The progress of colonization has also been greatly favored by the Legislative reforms in this matter since 1854. Before that period, the wealthy landed proprietors of the Townships, for the most part unknown, and many of them foreigners, had proved the principal obstacles to the settlement of our lands, by demanding too high a price for their property, and by not contributing in any way towards local improvements. The Legislature wisely provided against these disadvantages, by compelling these persons to contribute to the municipal fund, and to assist in the opening of the roads.

One of the parts of the country which principally deserve the attention of the Government, is the Saguenay. It is possessed of an abundantly productive soil, and its timber trade is one of growing importance.

Landed property on the Lower Saguenay has doubled in value within the last five years, and on the Upper Saguenay the annual increase in value has been from 75 to 80 per cent.

To continue the works already commenced, and to favor the opening of new roads in this beautiful part of Canada, large grants will have to be made. People do not hesitate to say, that had the Kinogami road been completed three years ago, the County of Chicoutimi would now have a population greater by some 6 or 7000 souls.

A colony of the youth of the parish of Beauport, influenced by the zeal and patriotism of their pastor, went last autumn to settle upon lands in the Townships of Simard and Tremblay, hoping that Government would open roads in the direction of their settlements. These earnest and determined settlers are in the midst of their operations, and are working hard at the clearing of their lands. They expect a large number of other young men to join them this year.

This course should be encouraged in order to induce other parishes to follow the lead taken by Beauport, and accustom the rising generation to abandon all idea of expatriation.

Since the opening of the road through the Townships of Settrington and de Sales, in

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the County of Charlevoix, the land in both these Townships has all been taken up, and for the most part cleared.

On the St. Maurice, the parishes of St. Stephen and Shawenagan, opened in 1849, and St. Flore, opened in 1856, now have a population of 3376 souls.

If the St. Maurice Road should be opened next summer as far as the River Matawin, and if the Government should make free grants of land upon that road, it is Mr. Dubord's opinion that there will certainly be, next autumn, an uninterrupted line of settlements along the whole road from Les Piles to the River Matawin.

In the County of St. Maurice, Mr. Magnan says that the colonists have settled upon lands three miles in advance of the spot where the works under his direction were stopped.

In the county of Maskinongé, traces of iron mines have been found on the new Bark River (*rivière aux écorces*) road. The population of these localities has doubled since 1857.

The progress of colonization has been very rapid in the Township of Joliette. Six years ago there was not a single settler there; at the present time, it has a population of 360 souls. The population of the north-east part of Brandon has increased by 1000 during the last few years.

In the County of Ottawa, the Wakefield and Portland Road runs through the finest land for agricultural purposes in Lower Canada. The north-eastern part of Wakefield has been nearly all sold by the local agent within the space of a twelvemonth. Indications of copper, lead, and iron mines are to be found in the vicinity of this road, and more than 400 families have settled in these Townships within the last two years.

In the Township of Matapedia, in the County of Bonaventure, a settlement of upwards of 100 families has been made, which is in a prosperous condition.

The population of the Township of Viger, in the County of Temiscouata, which in 1851 only amounted to 40 souls, was found in 1861 to reach 1000 or 1100.

In the County of P'Islet, young men crowd towards the Townships, and on the Elgin and Taché Roads the demand for land greatly exceeds the quantity remaining to be disposed of.

In the County of Dorchester, along the Etchemin road, the work of opening which was commenced in September last, all the lots, except five or six, have been taken as far as the River Etchemin.

In Cranbourne, lands which a few years ago were sold for *a glass of liquor*, have fetched \$1,550.

In Hereford and Auckland, in the County of Compton, colonization has progressed rapidly. The settlers, having at their head two priests, as devoted as they are energetic,—the Reverend Messrs. Durocher and Champeaux,—lost no time in taking the land, and though only 5½ miles of road have been opened, 254 lots have been purchased there.

I could multiply examples, but I fancy these will suffice to shew how necessary it is that the Roads in the Townships should be opened.

The census of last year testifies to the extraordinary increase of the population in counties where colonization roads have been opened. In the Eastern Townships, the increase of the population of different origins since 1851 has been 57½ per cent, and the French Canadian population alone has increased 114 per cent. In the County of Saguenay the increase has been 196 per cent.

What will it be ten years hence, now that the impulse has begun to shew itself, and settlers are bending their steps in crowds to the new land?

The efforts which the Government is making to favor the colonization of our wild lands will, it is to be hoped, be crowned with success, and the sending of agents to Europe will largely contribute to bring the resources of this country under the notice of the population of those countries.

A new band of brethren has come to make part of the Canadian population, and the numerous subscriptions that have been made throughout the country for the unfortunate Acadians bear witness to the deep sympathy entertained for them, and how popular among us is their emigration to our soil.

The attention paid by us to emigration from other countries must not, however, be allowed to interfere with our remembrance of our unhappy countrymen in the United States. It would be truly a benefit to them and their country to favor their return by obtaining for them the means of settling, on their return, upon vacant Crown Lands; for

whatever may be the strength, vigor, and courage of the foreign settler, none can surpass the Canadian as a pioneer.

The friends of the country trust that a vigorous impulse will be given to colonization by a grant proportionate to its actual wants; for, as regards the question of colonization, the judicious money grant is a gain and not a loss.

The settlers, for their part, are anxiously expecting the opening of new roads; for it must not be forgotten that if courage has been their guide to the midst of the forest, it is hope that keeps them there.

I have the honor to be,

Sir,

Your obedient servant,

BOUCHER DE LA BRUÈRE,

In charge of the Col. Roads, L. C.

APPENDIX.

COUNTY OF CHICOUTIMI.

Kinogami Road.

Conductor—J. B. GAUDIN.

Balance of appropriation from 1860	-	-	-	\$148 69
Appropriation for 1861	-	-	-	1200 00
				\$1348 69
Amount disbursed	-	-	-	1348 69

This grand means of colonization, the projected length of which is about 48 miles, begins at Beau Portage on the river Chicoutimi, and is to extend to Metabetchouan on Lake St. John.

This road is now open as far as lot No. 31 of the first double range of the Township of Caron. One mile and seventy-one chains were opened in 1861, one mile and fifty-eight chains of which are completed, and thirteen chains as yet only cleared; the whole in the Township of Caron.

The part completed has cost \$540 per mile, not including the bridges.

Eight bridges, forming in the whole a length of 189 feet, have been constructed at a cost of \$173.

Twenty-eight miles of this road may be travelled by wheel vehicles, and fifteen miles by winter vehicles only.

It is highly necessary that the five miles of road which remain to be opened should be completed during the approaching season, for all the lands on each side of the projected route were taken up during last summer, and there is not a single lot the clearing of which has not been commenced. The poor settlers hope that the Government will come to their aid, and open the road as far as Metabetchouan.

The part extending along Lake Kinogami, and which is now opened only as a winter road, ought also to be completed, as should also the bridges which have already been commenced over the Rivers aux Sable and Chicoutimi.

The road must at some future time be continued beyond Metabetchouan, through the Townships of Charlevoix, Omatehouan, Roberval, and Chamouchouan, in which there are, even now, a good many settlers.

Mr. Gaudin makes the following remarks in his Report:—

“The colonization of the magnificent lands in the vicinity of Lake St. John depends entirely on the opening of the Kinogami road, for the difficulty with which the poor settlers, who now reside there, have managed to get there is apparent to all. Their effects have cost them twice as much as they would if they had had a good road for their transport. Many have been discouraged, and are waiting for the completion of the road. During last summer I met several persons from the south side of the River St. Lawrence, who told me

that they considered the lands about Lake St. John of the very best quality and much superior to those in their own neighbourhood, but that the want of communication between Grande Baie and Lake St. John had prevented them from beginning to make clearings, and that if the Kinogami Road, now so far advanced, were completed, that they would return there next year with a large number of settlers.

"The population of the County of Chicoutimi is increasing rapidly. I perceive that by the last census this county has been placed in the first rank. I think it has made more progress than the Eastern Townships, although these latter are everywhere intersected by roads and traversed even by railways, whilst we have not as yet a single means of communication by land with the parishes on the shore of the St. Lawrence, nor with the valley of Lake St. John. Had this great highway been completed three years ago, the census would have shewn an increase in our population of from 6 to 7 thousand souls. * *"

"Real property in the Lower Saguenay has doubled in value during the last five years; in the Upper Saguenay, its value is annually increasing from 75 to 80 per cent.

"The grain crops in the County of Chicoutimi are wheat (which has suffered no damage from the fly), barley, peas, and oats. Potatoes are grown in abundance, but in many places they have been attacked with the disease. Frost caused no damage to the crops during the past year. In the County of Chicoutimi we have had an abundant harvest, more than sufficient for the maintenance of the settlers.

"Three new Townships have been surveyed this year in the neighborhood of Lake St. John, and the surveyors tell me that all the land they traversed in their operations was of the finest quality.

"Twenty-four miles of this road have been verbalized by the Municipal authorities."

Kinogami Road—Second Section.

Conductor—THEOPHILE BOULLIANE.

Appropriation for 1861	-	-	-	-	-	\$100
Amount expended	-	-	-	-	-	100

The section of the Kinogami Road which extends from River au Sable to the Portage des Roches had had the timber upon it removed some years ago; the roots of the trees, however were left. Having been for some time left in this state, the brushwood had in many places attained a height of fifteen feet, so that it became necessary to do the work over again to open the road for winter travel.

This second clearing, I learn from the Report of Dr. Martin, has been done in a satisfactory manner by the contractor.

From the Portage des Roches to the Bridge of Beau Portage, now in course of construction, a winter road has been opened by Mr. Boulliane, on the north west side of the River Chicoutimi; four miles of this road are made through the forest, the remaining mile is through fine cleared land.

A good road may easily be made, there being only three inconsiderable hills. Mr. Martin reports that the lands are adapted for agricultural purposes.

Bridge over the Riviere au Sable

Contractor—EPHRAIM TREMBLAY.

Amount appropriated in 1860	-	-	-	-	\$500 00
" expended in 1861	-	-	-	-	500 00

Although the first appropriation of \$400 was not sufficient to build this bridge, it was decided to expend it in drawing the lumber necessary for its construction. A contract was entered into to that effect between the Municipal Council of Chicoutimi and Mr. E. Tremblay, and the timber has been delivered on the spot and accepted.

Another sum of \$100 was afterwards appropriated for drawing stone for the bridge.

This amount was paid to Mr. J. B. Jean for 25 toises of stone which he has delivered on the site of the bridge.

The bridge has been verbalized by Municipal authority.

Bridge at Beau Portage

Amount appropriated in 1860 - - - -	\$400 00
" expended in 1861 - - - -	400 00

The sum appropriated for the construction of this bridge over the river Chicoutimi has been expended in the completion of three cribs, each 33 feet in length, 26 feet in breadth, and about 17 feet in height.

The contract was given by the Municipal Council of Laterriere to Mr. Hypolite Dufour, whose work has been accepted by *experts* appointed for that purpose.

This bridge is verbalized.

Sydenham Road.

Conductor—JOSEPH FORTIN.

Balance of appropriation in 1860 - - - -	\$275 00
Appropriation 1861 - - - -	400 00
	\$675 00
Amount expended - - - -	675 00

Mr. Fortin has added seven arpents to this road, which passes through a swamp very difficult to drain. He has re-constructed a bridge which had been damaged by the ice. He has also cleansed the drains and made improvements along that part of the road which has been completed. Now that the drains are made on each side from one end to the other, and that outlets have been constructed at different points, Mr. Fortin thinks that the work may be completed for a moderate amount. Along that part of the road which is in the neighbourhood of Bagotsville, there are 600 feet of trenches on each side, excavated in the clay to a depth of 6 or 8 feet. As these are constantly filling up by the falling in of the loose soil, it is proposed to shore them up, and thus make them durable and avoid accidents.

A bridge 36 feet in length has also to be constructed at the end of the road, and also a new drain about half way.

It is estimated that a sum of \$800 will be required to complete these works and finish the road.

Nearly all the lands along the line of this road are settled; much is partly cleared, and produced an abundant crop of oats last summer.

It is surprising to see the change effected in this swampy land by means of the drain; the soil over all that part situated below the road has fallen a foot, and is now dry and fit for the plough.

Mr. Fortin says that if it were possible to make another road at the upper part of this swamp, about three miles west of the existing one, there would at once be presented for colonization an immense extent of the finest lands in the Saguenay.

The Price Road.

Conductor—AMBROISE GAGNON.

Amount appropriated in 1861 - - - -	\$500 00
" expended - - - -	352 91
	\$147 09

The by-road from the River Saguenay to the front road between the 6th and 7th ranges of the Township of Tremblay has had 36 arpents of its length completed in 1861.

This long by-road, 4½ miles in length, may now be used by wheeled vehicles for 124 arpents, leaving about eight to complete, which, however, are practicable for winter vehicles.

In the lowlands, the road has cost on the average \$300 per mile, and on the highlands about \$220 per mile.

Three bridges have been erected containing in the whole 102 feet of bridging, which have cost \$90.

This road presents great advantages for colonization. The settlers, who are numerous, have cleared considerable extents of land along that part of the road which is opened, and have even made clearings on the 6th and 7th ranges of Tremblay, in which the road is only traced.

At the distance of about two miles from the base line of the Township of Tremblay, are two lakes of considerable size which discharge into the river Valin. These lakes abound in fish; trout have been taken in them twenty inches in length.

The lands around these lakes and in their vicinity are of superior quality, and the persons who go there to fish say that they have seen no finer lands in the whole Saguenay territory. These fine lands extend to a considerable distance in rear of the Townships of Seward and Tremblay.

Mr. Gagnon gives the following information in his report. "A number of *habitans* forming part of a Colonization Society established at Beauport, came here this autumn; they took up a good many lots in Seward and Tremblay, and begun clearing. Some of them are located in the 8th and 9th ranges of Tremblay, in the hope that the Government will extend that road so far. Our settlers from Beauport are very well satisfied with the place and the quality of the soil, and say that a number of new settlers will come and join them next spring. Several of them have told me that before establishing themselves, they had examined several other localities, and that they had seen no better lands than those they were then on.

"There are three water powers in these two Townships; one on the River Caribou, another on the Riviere aux Vases, and the third in the 10th range of Tremblay.

"There is a fine limestone quarry extending a distance of three miles across the 3rd and 4th ranges of Seward and Tremblay, another, half a mile square, exists in the tenth range of Tremblay.

"The River Shepchat which passes nine miles in rear of these two Townships, flows for the distance of a mile through a bed of calcareous limestone, the fissure through which it passes being so narrow as to have the appearance of being cut by the hand of man."

Mr. Gagnon says that since this road has been commenced, the number of lots which have been taken up is very considerable, and that colonization is making rapid progress.

The population of these Townships has doubled during the last five years. The crops have been abundant, and have in no instance suffered from frost.

This road is verbalized.

Anse St. Jean Road.

Conductor—L. E. OTIS.

Balance of appropriation of 1860	-	-	-	\$7 60
Amount appropriated in 1861	-	-	-	300 00
				\$307 60
Amount expended	-	-	-	300 00
				\$7 60
Balance	-	-	-	\$7 60

The fine Township of St. Jean, to which at the present time many settlers are directing their steps, is only accessible by water. The Anse St. Jean Road, when completed as far as the St. Agnes Road, will open a communication between that locality and the old settlements of the St. Lawrence and Upper Saguenay.

The extent of road completed in 1861 is one mile three arpents and six chains; four arpents more are almost completed. This added to the length completed last year, gives 2 miles twelve arpents and six chains as practicable for summer vehicles.

The cost of the road is about \$350 per mile. Several small bridges have been constructed, and a hill of some magnitude cut through.

The soil along the road is clayey and adapted for cultivation, with the exception of two miles at its junction with the St. Agnes Road, where the land is low and swampy.

The timber along the road consists for the most part of cedar, maple, black birch, ash, tamarac, beech, and pine in great abundance.

"I have found," says Mr. Otis, "near the road, about a mile and a half from the river Saguenay, a spring containing a large quantity of iron pyrites.

"The population of Anse St. Jean has increased very considerably during the last few years. Three years ago there were only fifteen families; there are now about 86.

"A chapel and a *presbytere* have been erected, and a priest was stationed there in November last. A municipality was organized there, school-houses built, and a post office opened."

COUNTY OF SAGUENAY.

Road from Anse à l'eau to Bergeronnes.

Conductor—RIEULE BOULLIANE.

Appropriation of 1860	-	-	-	-	\$150 00
Do. of 1861	-	-	-	-	300 00
					\$450 00
Amount disbursed	-	-	-	-	450 00

This road has been opened as a winter road to a distance of thirteen miles, twelve of which are in the Township of Tadousac and one in Bergeronnes, where it connects with the road which Mr. Tetu finished this year.

Thirteen bridges, having an aggregate length of 287 feet, have been built at an expense of \$84.

Mr. Boulliane in his Report to this office makes the following statements:—

"The soil of the tract between Anse à l'eau and River Baude, which is four miles in extent, is excellent; the lots have all been taken and many of them have been sowed this year. The good land continues along the St. Marguerite Valley, up the River Baude, and it is my opinion that if the St. Marguerite Road connected with that from Tadousac to Bergeronnes at its fourth mile, the advantage which would accrue to colonization would be great. From the fourth to the tenth mile, mountains and lakes are met with; in the gulleys white and black birch, cedar, tamarac, and fir are found. From the tenth mile to the River Bergeronnes the road passes over the farms of the settlers on the south-west side of the river, which are of superior quality. This road is of great use to travellers and settlers; it is impossible to travel in carriages by any other route.

"There are two water powers on the River Baude and the little River Bergeronnes.

"The crops in these parts consisted of wheat, rye, and barley. The potatoes were not diseased. The first frosts only occurred at the end of October."

Mr. Boulliane estimates that a sum of \$8000 will be necessary to complete this road.

COUNTIES OF CHICOUTIMI AND CHARLEVOIX.

Road from St. Urbain to Grande Baie.

Conductor—J. OVIDE TREMBLAY.

Balance of the appropriation of 1860	-	-	-	\$5 52
Appropriation of 1861	-	-	-	1500 00
Do. in 1860 for the Bridge over the River Malbaie	-	-	-	1000 00
				\$2505 52
Amount disbursed	-	-	-	2324 00
				\$181 52

This road, the principal means of communication between Quebec and the Upper

Saguenay, is now completed to a distance of about 49 or 50 miles. About 14 miles still remain to be completed, but this piece may however be travelled in winter vehicles.

In 1861, three and a-half miles of this road were finished and 50 chains were cleared.

The road, exclusive of the bridges, cost \$325 a-mile.

Thirty-eight bridges, having a total length of 420 feet, have been built; the cost of these has been \$374 40.

The wood required for the bridge over the River Malbaie was contracted for, and has been delivered on the spot. The quality of the soil through which this road passes is tolerably good. The wood is very fine and lofty, especially in the forests extending from Lake Ha! Ha! to within about 7 miles of the first settlements of Grande Baie. The soil in this part is also of superior quality.

This road will be favorable to the speedy settlement of the Upper Saguenay; nearly all the surveyed lands on the Lower Saguenay are taken, and signs of clearing may be seen nearly everywhere along the road.

The various kinds of grain grown in the neighborhood of the road are peas, barley, wheat, and rye.

The crops this year did not suffer from frost.

COUNTIES OF SAGUENAY AND CHARLEVOIX.

Road from Black River to the mouth of the Saguenay.

Conductor—JOHN McLAREN.

Balance of appropriation, 1860	-	-	-	\$6 52
Amount of do. 1861	-	-	-	400 00
				\$406 52
Amount expended	-	-	-	406 52

Three thousand and six arpents have been completed this year upon this road, and it can now be used for summer vehicles over an extent of five miles. There remains still to be finished an extent of 16 miles, viz: 4 miles in Callières, and 12 miles in Saguenay. Twelve bridges have been constructed at a cost of \$125.

This road has cost about \$400 per mile.

Mr. McLaren, in his report, thus expresses himself:—"The soil along the road, as well as in the interior, is a yellow loam, and is very suitable for agricultural purposes."

On the whole extent of the road, places accessible by water are immediately settled, and lots have been taken up by settlers even in advance of the completed part of the road.

Water-powers are numerous, and of extraordinary strength. The crop has been excellent, and has not been damaged either by frost or insects. The settlers are full of hope, and all they require to enable them to establish their children in the vicinity, is the construction of colonization roads.

The information which follows on the state of agriculture and colonization on the river Saguenay, is from the pen of David E. Price, Esq., M.P. P., and I have found his suggestions so interesting that I have considered it my duty to insert them in this Report.

Mr. Price writes as follows:—

"As I have already informed you, the crop of last year produced but little on account of the wet season; but in spite of this misfortune, the settlers have got through the winter well, and have been enabled this year to sow a considerable quantity of grain, the greater part of which was obtained from Montreal, Quebec, and other parishes on the River St. Lawrence. The crop has been abundant, and of good quality.

"The month of June and part of July were rainy, and during the remainder of the season till October, the weather was warm and dry, and frost did not appear till all the crops had been harvested.

"Wheat having turned out well last year, was sowed in large quantities this year, and yielded a good crop. With the exception of an occasional appearance in a few marshy places and sheltered fields, the weevil has not been seen. Those who sowed wheat have been well remunerated.

"*Rye* unfortunately was not sown this year in as great quantity as during the past few years, and although the crop was generally good, in some parts it has been a complete failure on account of the excessive heat in July and August. Any of it that did ripen was very productive.

"*Barley* was sown in very small quantity on account of the rainy season before seed-time, which prevented the settlers from setting fire to their new clearings in time to sow that grain; but where it was sown, the crop was good and the grain very full.

"*Pears* yielded a good crop. A large quantity was sown, and the good quality of the crop is a subject of general surprise.

"*Oats*.—More of this grain was sown than usual, and the crop has been ample and of superior quality.

"*Hay* is very abundant; it yielded two-thirds more than last year, and was saved in good condition.

"*Potatoes*, although planted in large quantities, yielded but a poor crop, on account of the rust which attacked the leaves in August. Farmers who pulled out the stalks at that time, saved the roots, but the growth was immediately stopped.

"*Flax* is sown by all the settlers, but in very small quantities. If the cultivation of it were increased, and more care taken, they would find it the most lucrative crop. They do not now seem to appreciate its value, and consequently neglect its cultivation. They sow it in the same piece of ground for several consecutive years, and during its growth give it no care whatever.

"The clay soil of the Saguenay is better adapted to the cultivation of flax than that of any part of Lower Canada which I have visited, and if its value as an agricultural product were once really known, important returns would soon result from its cultivation.

"Unless it is cultivated on a large scale, it would be useless to erect machinery to increase its value as a raw material, which would be absolutely necessary, were sufficient encouragement afforded.

"It is impossible to impress the cultivation of this important article too strongly upon the attention of the farmers of this country.

"I am happy to be able to say that the immigration which reaches us from the parishes of the St. Lawrence, is gradually effecting the settlement of the wild lands in the vicinity, but not as rapidly as we could desire.

"The principal cause of this slow progress may be traced to the want of roads and bridges, to enable new settlers to reach the points where they desire to settle. Besides settlements are so scattered in this county that it is impossible, with the small appropriation granted to this agency, to meet the reasonable requirements of colonization in this district.

"The settlers all travel towards Lake St. John, and their means of communication are difficult both by land and water.

"The road from Kaskouia to Kushpaganish is now finished, but that portion of it from Kaskouia to Beau Portage is only opened as a winter road. From Kushpaganish upwards there is no way of passing, except through the forest, or on the beach when the waters of Lake St. John are low, and these roads are only passable on foot.

"You can easily understand the miserable position of settlers who are isolated 20 miles higher up on the borders of the Lake, their only means of communication being in summer by canoes, when the lake is calm, and in winter on the ice of this inland sea; and this, I can assure you, is attended with great danger on account of the snow storms which continually obliterate all traces of the road.

"It has now become a matter of urgent necessity to complete the Kinogami Road from Beau Portage on the Chicoutimi River to Kaskouia, as well as that other portion of the same road from Kushpaganish, at the division line between the Townships of Caron and Métabetchouan, to the settlements of Charlevoix and Roberval, a distance of about 20 miles.

"These two parts of the Kinogami Road, forming a distance of 36 miles in length, would cost, including small bridges, about \$400 per mile. The bridge already commenced over the river Chicoutimi at Beau Portage cannot be completed under a cost of £400. The bridge over Rivière du Sable will cost from £400 to £500. The other rivers which

we meet with as far as Metabetchouan, can be easily bridged. At the last mentioned place the bridge, which is absolutely necessary, will not cost less than £600.

"We therefore require a sum of £5000 to open and complete the Kinogami Road throughout its entire length.

"The localities which next in order offer the greatest inducements to settlers, are the Townships of Simard, Tremblay, and Harvey. I have always considered the two first named Townships as the finest tract of land on the River Saguenay, but settlers have been prevented from occupying them by the want of roads. So soon, however, as it was decided that the road which in your report you were pleased to call the "Price Road," should pass through the centre of these Townships, and so soon as the road between the Saguenay and the main road was commenced, settlers rushed in and have since formed the new parish of St. Anne.

"A church has been erected, a priest resides there, and nearly all the lots in Simard from the 1st to the 7th range have been settled by the members of families from the old settlements in the neighborhood, and Les Eboulements.

"This fall a party of settlers from Beauport took possession of 40 or 50 lots from the 5th to the 8th range of those Townships. They are now engaged in clearing their lots to put in seed next spring. They expect a large number of their friends to join them in the spring. I therefore consider that it would be proper to appropriate a sum of money to open the road to the ninth range, in order that these courageous settlers may be enabled to convey their effects and families to the lots which they intend to purchase. It would require a sum of \$2800 to open this road.

"The main road should also be opened as at present laid out for at least 5 miles on each side of the route, and once this nucleus is formed, the front roads in each range will be easily opened by the settlers themselves.

"It is also necessary to build a bridge over the river Valin, in the Township of Tremblay. The Township of St. John on the river Saguenay, has attracted some attention since the commencement of the road from L'Anse St. Jean, to enable the settlers to open up their lands and to communicate with the Upper Saguenay and the St. Lawrence. This road will eventually be a branch of the main road now being constructed by the Department of Public Works, to communicate between Grande Baie and Malbaie. This new road will open up for colonization an area of 240 square miles, of good land, which the Government purpose offering in part to settlers next year.

"St. John is principally settled by young families from Les Eboulements. There is a fine church with a resident priest, and flour and saw mills. The Municipal and School Laws are there in full operation, and a Post Office has been established. This locality possesses the finest climate in Lower Canada, and will, before many years, be one of the finest parishes in the country.

"It would require a sum of £600 to open up the road to its junction with the road from St. Agnès, which is the only outlet from this settlement.

"The other settlements on the Upper Saguenay are progressing favorably, and with some more assistance from the Colonization Fund to aid in the construction of bridges over the River du Sable at Beau Portage, and over the River Valin, to open up two roads of two miles each, one between the 7th and 8th ranges of Chicoutimi, another in the division line between Bagot and Chicoutimi to its junction with La Terrière, both roads being, on account of the swampy nature of the soil, too costly for the limited means of the settlers, and the completion of the Sydenham Road, colonization will advance rapidly throughout this District.

"To complete the Sydenham Road would require a sum of \$500 to \$600.

"It is extraordinary to see the effect produced by the drainage in the construction of the roads, upon the adjacent marshy lands. Oats sown in July, merely for forage, grew to a height of 6 to 7 feet and ripened to perfection. This is almost incredible, but I will cite a fact: all these lots of land are taken up, many have been placed under crop this year, and there is no doubt that the remainder will be next year.

The St. Urbain Road, which is our principal outlet towards Quebec and the St. Lawrence, is not yet completed, owing to the want of funds. I am in hopes that it will be finished next year, as there are only 12 miles to complete, and the bridge over the River Malbaie to be built, the necessary timber being already on the spot.

"These works will require a further outlay of £1400.

"Our Court House is finished, and the place now looks like an old settlement.

"The value of landed property is increasing day by day; in the country parts, farms with ordinary buildings upon them and small clearings, sell for \$8 to \$10 per acre. Vacant lots near the settlements with nothing but the front road and *découvert* with brush fencing, sell at from \$1 50 to \$6 00 per acre according to the locality in which they are situated, and the quality of the soil. Purchasers generally pay $\frac{1}{2}$ to $\frac{1}{4}$ cash, the balance remaining on credit.

"The parishes of St. Alphonse and Notre Dame de Laterrière have decided upon constructing handsome stone churches.

"The School Commissioners of Chicoutimi are now building a fine Academy, 60 feet by 40, two stories high. The Municipality intend, I believe, to build a City Hall for its own use and that of the Mechanics' Institute. The latter institution already possesses a fine library. It is even proposed to incorporate the Town of Chicoutimi, and to establish Gas Works and Water Works, but my opinion is that the population is not yet sufficiently large to guarantee this expenditure. The Municipalities of Grande Baie and Bagotville have constructed wharves to facilitate the steamboat traffic. The two wharves are two miles distant from each other. It would have been better, perhaps, to have constructed but one wharf. A spirit of local antagonism, however, prevented a combination of both villages to effect the desired object.

"At Bagotville, Mr. Vallière of Quebec, has built a large hotel, with 50 or 60 bedrooms. The house is well kept by a Mr. Lord.

"Tourists are beginning to appreciate our Lake and the wild scenery of the Saguenay, and had it not been for the unfortunate rebellion in the United States, Mr. Lord would have had the good fortune last summer of seeing his hotel filled with tourists.

"I have been informed that some parties intend building hotels at Grande Baie and Chicoutimi.

"Having given you above, all the information I consider interesting regarding the County of Chicoutimi, I will now speak of the County of Saguenay.

"The crops have been generally good, but I am informed that they have been inferior to those of the County of Chicoutimi.

"A large number of young settlers from the parishes of Malbaie and St. Agnès have taken up lots on the road which leads to the Township of Albert Edward, situated between Tadoussac and the Rivière St. Marguerite, and I should not be surprised if this Township were fully settled in the course of a few years. I trust that a sufficient appropriation will be granted next year, to enable us to complete the Prince's Road throughout its entire length. You are perhaps not aware that His Royal Highness the Prince of Wales placed his foot on Canadian soil for the first time at St. Marguerite.

"A house is now being built at Tadoussac for the reception of a priest, who is shortly to take up his residence there. The old church built by the Jesuits is still standing, and is sufficient for the requirements of the locality. It is intended to establish at Tadoussac next year, a rendezvous for sea-bathing during the summer season, and in order to receive visitors a large hotel and a number of cottages will be constructed. I hope the fine scenery of the locality, the sea-baths, fishing, and its esteemed mineral waters will render it a fashionable resort for families desirous of seeking pleasure and health. This circumstance will materially add to the importance of the place, and will serve as an encouragement to settlers to take up the good lands in the vicinity. The winter road from Tadoussac to Bergeronnes is now open throughout its entire length. It gives access to a number of fine lots of land which have been settled by a large number of settlers. I hope that next summer the road may be partly adapted to summer travel.

"From Escoumains to Bergeronnes, the road has been rendered practicable for wheeled vehicles by the Department of Public Works. I hope it will be continued next season.

"The road from Black River to the mouth of the Saguenay had been partly opened as a summer road this year, but the amount appropriated was so small, that but little work has been done. Nevertheless, the work already done has given an impulse to colonization, and here and there we find settlers who have established themselves on good lots, with their families, trusting to Providence and good health.

“Round the Escoumains Mills where the ‘Pères Oblats’ have established their principal missions, a fine village is being formed, and a pretty church has been built.

“Towards the east as far as Mille Vaches, in the County of Portneuf, and towards the west as far as Grandes Bergeronnes, we find farms the occupants of which come to the church and mills at Escoumains. There is no doubt that before many years, agricultural interests and the fisheries will be the means of increasing considerably the population of the County of Saguenay.

“The School Law is in full operation in that neighborhood, and Post offices are established at Tadousac, Escoumains, and Portneuf. In the Townships of Saguenay and Callières we find families that are well established, and the lands are rapidly taken up in the neighborhood of these settlements. Four or five families from Les Eboulemens have settled on the shores of the Little River Saguenay.

“There is a fine tract of land lying in a valley which extends to the Township of St. Jean. If a road were built between St. Jean and Little Saguenay, a distance of 5 miles, considerable establishments would soon be formed in that valley.

“I cannot conclude without making the remark, that it is absolutely necessary that the Government should, during the ensuing session, ask for a considerable appropriation for the purposes of colonization. And it is particularly important that this should be done in order to encourage the return of a large number of our compatriots who have been tempted to leave this country to obtain employment in the United States. We should procure for them the means of reaching our unoccupied lands, and should support their families by employing them in opening up Colonization Roads. A desirable change in the system of constructing these roads would be to commence the work early in the season, say about 1st June, because it can be better executed during the dry season and long days than in the fall. This year the work was scarcely commenced before the 1st September, a season too far advanced to make profitable use of the money appropriated.”

COUNTY OF CHARLEVOIX.

Settrington and De Sales Road.

Conductor—Rev. M. CLOVIS GAGNON.

Appropriation of 1861	-	-	-	-	-	\$300 00
Amount paid	-	-	-	-	-	300 00

This Road, which commences in the first range at Settrington, is intended to terminate at the St. Urbain Road.

In that portion of the road already opened, 5 miles and 2 arpents were completed this year, also one arpent of corduroy work. There still remains to be completed a distance of 5 miles and 5 arpents now grubbed eight feet in width, and through which a cart can pass.

Mr. Gagnon has informed this Office that colonization has progressed so rapidly that there are no lots for sale in the Townships of Settrington and De Sales, and that the greater portion of the lots located are partly cleared.

A large number of settlers intend establishing themselves to the north-east of Rivière du Gouffre, although the lots are not yet surveyed. Grain of every description has been sown in this district without suffering from frost or insect. Three miles of this road are verbalized. It is estimated that a sum of \$800 would be required to complete it.

COUNTY OF MONTMORENCY.

Bridges over the Rivers Desroches and Lombrette.

Amount appropriated for First Bridge in 1859	-	\$374 43
Do. do. Second do. 1859	-	150 00
		\$524 43
Amount paid	-	524 43

These two bridges were built in the course of last year. The bridge over the River Desroches was built by day labor, and the bridge over the River Lombrette was let out on contract to Mr. Etienne Bacon. Both bridges have been received and accepted by the local Municipal authorities, who declared that the work had been conducted carefully and judiciously, and that they had been constructed in the best possible manner, and in strict conformity to the plans and specifications.

Cauchon Road.

Conductor—CHARLES RHEAUME.

Amount of appropriation - - - - -	\$1895 17
Amount disbursed - - - - -	400 00
Balance on hand - - - - -	\$1495 17

This road commences at the parish of St. Féréol, one half league south of the River St. Anne's, and is to terminate at the St. Urbain road. Mr. Rheaume, who was employed to explore and trace this road, has handed in a most favorable report.

After the Department had taken into consideration that this new road would shorten the distance which has to be travelled by the existing Des Capes road between Quebec and St. Urbain by fifteen miles, there was no hesitation in undertaking its construction. Its completion will be, for the settlers on the Saguenay, an advantageous continuation of the road now being finished between Grand Baie and St. Urbain, and of great and important utility in the colonization of the localities through which it passes, as well as of the Saguenay District.

It has been decided to construct a bridge over the River St. Anne's at the starting point of the road. This bridge will be about 210 feet long, and the cost is estimated at from \$1000 to \$1200.

In order that advantage may be taken of the favorable season, an advance of \$400 was made to Mr. Rheaume last fall, to enable him to procure with greater facility the requisite building timber, as well as to give him the means of collecting in heaps the stone required to fill the piers, which he will thus be able to convey to the bridge when the season and the roads are favorable.

Mr. Rheaume in his Report writes as follows:—

"This road passes through a large tract of fertile land. It passes close to four magnificent lakes in which fish abound; it is as level as any road that can possibly be opened. There will be only one bridge to construct between the last two lakes, (of about 25 to 30 feet in length), and it will cost but little.

"All the lots of land to which this new road will give access are several hundred feet below the level of the road now frequented, and are much superior to those already located. They are protected from the north wind by a range of mountains, and are consequently much less exposed to heavy frosts, which are severely felt on the present road. The incline is towards the south; thus they are always exposed to the heat of the sun, and while this must add to their fertility, it will preserve them from the effects of frost.

"The timber found along this road is birch, maple, &c., &c., &c.

COUNTY OF QUEBEC.

Stoncham and Tewkesbury Road.

Conductor—ETIENNE BERNIER.

Balance of appropriation, 1860 - - - - -	\$373 21
Amount expended - - - - -	373 21

With this sum Mr. Bernier completed in 1861, 16 arpents of road, which cost at the rate of \$167 per mile.

Six small bridges have been built, and 4½ arpents of corduroy work over swampy soil, the whole at a cost of \$200.

This road is verbalized.

Colonization has made great progress in these localities, and the population has doubled within a few years. This road is now finished.

COUNTY OF PORTNEUF.

Gosford and St. Gabriel Road.

Conductor—ALEXIS CAYER.

Balance of appropriation, 1859	-	-	-	-	\$600 00
Amount expended	-	-	-	-	600 00

This road commences at the post which divides lots No. 15 and 16 of the 4th range of the Township of Gosford, and is to terminate at the road already opened in St. Gabriel. The proposed length is seven miles.

With this sum Mr. Cayer has completed 4 miles and 16 arpents of road, of which 4 miles and 15 arpents are in Gosford, and 1 arpent in St. Gabriel. The cost has been about \$112 per mile. Bridges have been built, forming in the aggregate a length of 267 feet; and also 4½ arpents of corduroy work on swampy land.

It would require a further sum of \$250 to complete the two miles and a few arpents, which remain still unopened as far as the St. Gabriel Road.

In the vicinity of this road the soil is good but rocky. The trees on the mountains are large; the timber most generally found on this tract of land is maple and birch, with some few firs; in the low lands, white spruce with birch and fir.

In his Report Mr. Cayer makes the following suggestions:—

“In order to advance the interests of colonization a road should be made from Fossambault, following the line which passes between lots No. 21 and 22 of the 1st, 2nd, 3rd and 4th ranges of Gosford, crossing the road which I have lately made, as well as the St. Anne's River, following about the same direction through the upper ranges in order to reach a tract of land which I explored two years since, where I found 40 or 50 good lots, and finally to reach the Rocmont Road.

“An exploration should also be ordered in view of opening a road on the division line of the Townships of Colbert and Gosford, which can at a future date be extended further towards the interior, where I am informed there are a large number of excellent lots of land.”

Colbert Road.

Conductor—VICTOR LECLÈRE.

Balance of appropriation, 1860	-	-	-	-	\$100 00
Amount expended	-	-	-	-	100 00

Mr. Leclère has completed, during 1861, 15 arpents and 8 rods of road which, with the portion opened last year, form a length of 2 miles 16 arpents and 9 rods of road, accessible to summer vehicles. The cost has been at the rate of \$152 per mile.

A bridge has been built 37 feet in length, and also 158 feet in length of corduroy work.

The township of Colbert is mountainous, nevertheless the soil is good, and the lots are sought after by young settlers.

It is intended to continue the road as far as the Bataiscan river, passing by Lake Simon, which is in the Township of Colbert.

Montauban Road.

Conductor—T. BELANGER.

Amount appropriated	-	-	-	-	\$500 00
Amount expended	-	-	-	-	500 00

This road commences 6 miles from the church of St. Casimir, in the seigniority of Les Grondines, and is intended to terminate at the river Batiscan, in the Township of Montauban. The proposed length of the road is 16 miles.

Seven miles of road have been opened, and one half completed, so that it may be considered fit for the passage of wheeled vehicles on its whole length.

The cost of the completed road, bridges excepted, is \$127 per mile.

The number of bridges built is five, each about 30 to 36 feet in length. In addition to this, two arpents of corduroy work have been completed. The cost of these works has been \$55 50.

The quality of the soil over which this road passes is generally good, and the lots offer considerable advantages to settlers. Several water-powers have also been found in this tract.

Colonization is in a flourishing condition in this neighborhood, and property is increasing rapidly in value. All kinds of grain have been grown here with good results. Two church sites have been fixed upon by the ecclesiastical authorities.

Mr. Belanger considers that it will require the sum of \$1,500 to finish this road.

COUNTY OF CHAMPLAIN.

St. Tite Road.

Conductor—JOSEPH TRUDEL.

Amount appropriated	-	-	-	-	\$500 00
Amount expended	-	-	-	-	500 00

With this sum Mr. Trudel has opened and completed one mile and three quarters of road 20 feet in width, which, taken with that portion opened in the preceding years, form four miles opened and completed on the main road.

The south branch of the St. Tite Road, which is 22 arpents in length, has also been opened throughout its length, and ten arpents of it, containing six large hills, have been completed.

At the beginning of the second quarter-mile, there is a bridge 45 feet long, which has been built for the sum of twenty-five dollars. Mr. Trudel considers that the sum of \$35 will be sufficient to complete the latter road. In his interesting report he makes the following remarks:—

“A portion of the main road, (eleven acres) being over very marshy soil, I opened a cross ditch seven acres in length, to drain the water off towards a small stream in the neighborhood. While digging this ditch, I found small quantities of iron ore, and I believe that this swamp, which extends a considerable distance towards the north-west, may contain a sufficient quantity of this metal to render the mine valuable. I also found a small stream called the “Ruisseau Rouillé,” which crosses a portion of this swamp, and which falls into the River Mequinae. Its waters are strongly impregnated with oxide of iron. Even at a distance from this swamp, although the waters are much clearer, we still find particles of oxide of iron resting upon the leaves and mosses in the bed of the stream.

“With the exception of this swamp, which is composed of sandy soil, and but little adapted to settlement, the surrounding tract of land is good soil, easy to cultivate and keep in order. The sub-soil, being sand, does not preserve that excessive moisture which is injurious to vegetation when the sub-soil is of a heavier nature. I have passed through the hardwood forest in this tract after heavy rains, and no water could be found except in the streams.

“On the whole extent of this road, lots have this year been marked out with temporary division lines, and settlers have already commenced clearing operations. It is to be hoped that the Department of Crown Lands will take pity upon such a number of unfortunate settlers, and facilitate their establishment on this tract. The sale of these lands would also augment the revenue of the Province.

St. Maurice Road.

Conductor—ALPHONSE DUBORD.

Amount appropriated	-	-	-	-	\$2700 00
Amount expended	-	-	-	-	2082 00
					\$618 00
Balance on hand	-	-	-	-	\$618 00

This road commences on the south-west side of the River St. Maurice, at the Piles Road, and is intended to extend to the mouth of the River Matawin; from that point to Rat River; from thence one branch will lead to "La Fuque" on the St. Maurice, and the other to the River Vermillion, following the south side of Rat River.

Four and one half miles of this road have been given out on contract at the rate of \$160 per mile, including bridges.

As the road was only commenced last November, the contractor was unable to complete his contract; nevertheless three miles of road have been finished, and three-quarters of a mile are in an advanced state.

Five bridges have been built; three of 20 feet in length, and two others of over 40 feet each. The land through which this road passes is of good quality and well adapted for colonization. The timber is mixed, but hardwood predominates.

Mr. Dubord, in his excellent report, thus expresses himself:—

"In glancing at the extent of country through which this road will pass, it will be seen that an immense tract of land will be opened up to colonization. The newly explored Townships of Caxton, Polette, and Turcotte must, on account of the fertility of the soil, absorb an immense population.

"In every respect the St. Maurice Road will be one of the most important highways in the Province. The lots of land, which are of good quality, will offer one immense advantage to the settler who is at a distance from a city market, which is ready sale on the spot to the lumber merchants of everything these lands can produce. To the latter class the road will be useful as a convenient route for carrying supplies to the timber limits upon which they are working. The only means of access which they now have are by canoes on the River St. Maurice in summer, and in sleighs over the ice in winter.

"When it is considered that more than 1300 men, and upwards of 600 horses are employed during the winter as far as 150 miles in the interior of the St. Maurice territory, we can form but a feeble idea of the enormous expenditure involved, as well as the losses and delays consequent upon such difficult means of communication. The St. Maurice territory is covered with lakes and rivers, so that water powers are to be found in large numbers. There is no limestone on this road, but iron ore has been found in large quantities, as well as copper ore in small quantities. Of the existence of the latter I am not myself positively assured, although it is so reported.

"It is intended that this road shall extend over a distance of 115 miles, and therefore it cannot be completed for some years; but I think that next summer it should be extended to the River Matawin from 20 to 25 miles, and that the sum of \$1200 should be granted for that purpose.

"St. Etienne and Shawenegan were opened in 1849, and St. Flore in 1856. The population, according to the last census, is 2054 in St. Etienne, 962 in St. Boniface (Shawenegan), and over 360 in St. Flore, in all 3376.

"Few localities, I will venture to say, have progressed more rapidly, and had it not been for the want of colonization roads, the population would now be double its present figure. If the Government decide upon giving free grants in the St. Maurice territory, there will certainly be next year an unbroken line of settlements from the Piles to the River Matawin. Another year the same thing will take place on that portion of the road towards Rat River, which passing through the Townships of Polette and Turcotte will offer great advantages to settlers, and more particularly to that class which depends upon the lumber trade for an existence. I may be permitted to remark, that I do not consider a foreign immigration towards that district as at all desirable. It is not the lack of settlers that we feel, but let the same efforts be used and the same facilities offered to our own surplus population of the surrounding provinces, which we contemplate granting to a foreign

COLONIZATION ROADS IN LOWER CANADA.

immigration, and new parishes will spring up in the same manner as the three parishes mentioned above. St Etienne and St. Boniface are both erected into parishes, canonically and civilly. They both have resident priests. A chapel has been built at St. Flore, and service is performed by the Curé of St. Boniface. This parish will also shortly be erected into a parish canonically and civilly. The settled farms are worth from \$400 to \$3000. This high value of landed property speaks volumes in favor of the quality of the soil. To offer another proof of this fact, I will submit the following :

"As Agent of Crown Lands I collected in Shawenegan alone, from the 12th to the 31st December, 1859, the sum of \$1426 79, and this did not prevent these hardy settlers from taxing themselves to the amount of \$14000 for the construction of a stone church and presbytere.

"All kinds of grain have been harvested in this locality. Wheat has been a success in St. Flore, oats and barley have produced well in St. Boniface, and rye and oats in St. Etienne. Hay is plentiful everywhere, and good sound potatoes have been grown in all these localities. The frost has not caused any perceptible damage. There is scarcely any difference as regards frost between these and the parishes on the shores of the St. Lawrence.

"The St. Maurice Road is not verbalized."

COUNTY OF ST. MAURICE.

Mill-Road in Shawenegan.

Conductor—CYRILLE MAGNAN.

Amount appropriated	-	-	-	-	-	\$200 00
Amount expended	-	-	-	-	-	200 00

Of the portion of this road which is only opened, Mr. Magnan levelled in 1861, 88 arpents in length, by 7 to 10 feet in width, through which wheeled vehicles can pass. The cost of this work has been \$169.

The total length of this road passable in summer vehicles is 5½ miles.

The overseer has also completed 275 feet in length of corduroy work, at a cost of \$36.

Colonization is making great progress in this locality. Settlers have established themselves even as far as the shores of the Little Shawenegan River, three miles beyond the limits of Mr. Magnan's operations.

A presbytere has been built this year at St. Boniface of Shawenegan, which cost \$1400. There is now a resident priest who has resided there since last fall, and preparations are being made to construct a church at an early date.

The value of landed property has more than doubled during the past few years. The road being now completed as far as the mill, nothing remains but the opening of a road 60 arpents in length to join the St. Maurice Road. This would be of great advantage to the settlers of the parish of St. Flore and other localities in the vicinity, who are now obliged to travel a considerable distance to carry their grain to the grist-mill.

Road from Hunterstown to St. Etienne.

Conductor—CHARLES GELINAS.

Amount appropriated	-	-	-	-	-	\$500 00
Amount expended	-	-	-	-	-	300 00

This Road commences at the Village of Hunterstown, crosses the Township of Paxton, and is to terminate on the Government Road in St. Etienne. Mr. Gelinas has opened 59 arpents of this road, 14 of which are completed. The cost has been at the rate of \$120 per mile. Six arpents of corduroy work have also been commenced, but are not finally completed. The soil on each side of this road is sandy and rocky, but fit for cultivation. Hardwood and building timber are found in this district as well as extensive sugaries. As this road opens up communication with Three Rivers, Shawenegan, St Flore, and St

Etienne, it offers immense advantages for colonization and trade. There are in the vicinity four water powers, two of which are at present in use. Limestone is also found there.

Mr. Gelinas states that the progress of colonization has been very great, and on each side of the Government roads it exceeds all expectations. The population has increased by two thirds during the past few years.

The crop has been good and has been harvested without damage.
One league and three-quarters of this road is verbalized.

COUNTY OF MASKINONGE.

Rivière aux Ecorces Road.

Conductor—LEANDRE LAFOND.

Amount of appropriation - - - - -	\$200 00
Amount expended - - - - -	200 00

With this sum Mr. Lafond has opened six arpents of road to the north of the Rivière du Loup, in the Township of Hunterstown, and has built bridges having an aggregate length of 197 feet.

The nature of the soil over which this road passes is sandy and produces good grain. Timber is abundant and of good quality.

Mr. Lafond reports that if the road were opened three miles further up, it would reach some vacant Government lots where the soil is of excellent quality. That gentleman counted upwards of ten men in one day who visited these lots of land, and they await the opening of this road to settle upon them. There is a fine water power on the stream running out of Lac à l'Eau Claire, and indications of iron ore have been observed there.

The crops have been very successful, and landed property has doubled in value since 1857. Mr. Lafond considers that it would require \$300 to complete that part of the road already opened, and \$1000 to continue the road as far as the Government lots above alluded to.

This road is verbalized.

St. Diluce Road.

Conductor—REMI BARRETTE.

Amount appropriated - - - - -	\$200 00
Amount expended - - - - -	200 00

The operations on this road were commenced this year, at the front part of lot No. 16, in the *fic* Hope, and terminated at the cleared lots of Lake Deligny.

Out of 25½ arpents opened, 23 arpents are passable in wheeled vehicles, but the remainder only in winter sleighs. The work was done principally on a mountain, but partly in a swamp, where it was necessary to lay down 650 feet of corduroy work covered with 400 loads of earth.

Mr. Barrett in his Report thus expresses himself:—

“On the summit of the mountain we meet with fine sugarics. In the valley below, which could easily be drained, we find a tract of land with rich and productive soil which could be advantageously settled. When this swampy valley is passed, sugarics are found in one unbroken range in the whole length of road both opened and unopened.

“We have this year seen with satisfaction that our courageous settlers have harvested a large quantity of oats, buckwheat, rye, &c., and neither the frost nor the heavy rains have seriously damaged these crops.

“It would require, I think, a further sum of \$2400 to build the road as far as the Township of Peterborough. Such an extension would be immensely advantageous to the Canadian settlers, because a large tract of fine country would be rendered accessible, and they would be rewarded a hundred fold for their labor in clearing these lots.”

This road is verbalized.

COLONIZATION ROADS IN LOWER CANADA.

COUNTY OF BERTHIER.

Alfred Road and St. Catherine Road.

Conductor—JÉRÉMIE LAPORTE.

Amount appropriated	-	-	-	-	\$500 00
Amount expended	-	-	-	-	250 00
Amount in hand	-	-	-	-	\$250 00

The first of these roads, called the Alfred cross-road, commences at the church of St. Norbert, and terminates at the division line between the Seignory of Berthier and the Township of Brandon; the second, called the St. Catherine cross-road, which is but an extension of the first, terminates at the 9th range of Brandon. These roads have been completely opened for a number of years, but required repairs. With the sum of \$218 Mr. Laporte has improved and completed about six miles of these roads; 4½ miles in Brandon, and one mile in that part of the Seignory of Lacaudière within the limits of the Township of Brandon, to the south-west of Lake Maskinongé, and also one-half mile in the Seignory of Berthier.

The cost of these improvements was at the rate of \$36 99 per mile. Three bridges have been built, two of which have been constructed by the settlers, and one of 60 feet in length by Mr. Laporte. There are several water powers, all in use, in the vicinity of these roads.

A valuable copper mine has, it appears, been discovered in the 10th range of the Township of Brandon. It is believed that the sum of \$300 would be sufficient to cover the cost of all the improvements required on this road. In Brandon the crop has been good, and has suffered no damage from frost or insects.

"The Township of Brandon," writes Mr. Laporte, "is almost completely settled, and the population has nearly doubled during the past 10 years. In the Township of Peterborough the population has increased very slowly, although the greater part of the Township is fit for settlement. This slow progress may be attributed to the want of means of communication. As a contrast, that portion of St. Didace which is in a Seignory, is being rapidly settled, because it has the advantage of having good colonization roads. The population of this tract has been quadrupled in 10 years."

COUNTY OF JOLIETTE.

Joliette and Matawin Road.

Conductor—MAXIME CREPEAU.

Balance of appropriation 1860	-	-	-	-	\$60 40
Amount of appropriation 1861	-	-	-	-	800 00
Amount expended	-	-	-	-	\$860 40
Balance in hand	-	-	-	-	400 00
					\$460 00

This road, which is a continuation of the Brandon Road, commences at lot No. 33 of the 2nd range of Joliette, and will terminate at the Matawin River. It is now accessible to summer vehicles as far as the 6th range, a distance of 7½ miles from the starting point. One mile of road has been opened this year, half of which is passable in wheeled vehicles.

Mr. Crépeau writes as follows:—

"The road passes through a country where the soil is generally of good quality although stony. A portion of this tract is wooded with maple, birch and beech, and the remaining portion with spruce, cedar, and fir. Two miles further than the terminus of this road, there is a great quantity of excellent land, out of which fully one thousand acres have been taken up this fall by settlers from St. Norbert, St. Elizabeth, and St. Félix de Valois. At the present moment settlers are continually pouring in to visit the lots, and to select locations

The Matawin Road will pass through this tract, and it will be extended through thousands of lots more or less adapted to settlement, as far as the proposed terminus, where it will have reached the fine lands of the Matawin. The advantages of the construction of this road would be to promote colonization on the lots of which I have before spoken, because there is no doubt that, from the date of its being opened, settlers will locate by thousands on its whole length. The pine lumber trade will also be greatly favored by the opening of this road.

"The progress of settlement has been as follows :

"Six years since the Township of Joliette was uninhabited ; it now contains a population of 360 souls. During the same period the population of the north-east part of the Township of Brandon has increased by upwards of 1000 souls. We find in the latter locality a large number of farmers in very good circumstances, and this progress is attributable to the establishment of colonization roads.

"A chapel was built during last year in the 11th range of the Township of Brandon, in which the Priest of St. Gabriel celebrates mass every fortnight. It is intended to construct another chapel this year in the Township of Joliette. Landed property has increased in value during the past few years by about two-thirds. The principal grains harvested are rye and oats. The crop suffered no damage this year. The first injurious frosts are only felt about the 15th October."

It is estimated that it will require \$3000 to complete this road.

COUNTY OF MONTCALM.

Kilkenny Road.

Conductor—LOUIS DUFRESNE.

Amount of appropriation	\$150 00
Amount expended	150 00

One mile of this road, which is to terminate at Wexford, was completed this year, commencing at the half of the 8th range and finishing at the half of the 9th range.

The soil on each side of this road, and even further in the interior, is composed of yellow loam, and is well adapted for settlement. The timber is mixed.

Mr. Dufresne writes :—

"Since the Government have opened this colonization road, settlement has increased by one-third, and property has increased in value in the same proportion."

A sum of \$900 is required to complete this road.
This road is verbalized.

COUNTY OF VAUDREUIL.

Bridges in Newton.

Balance of appropriation 1860	\$103 74
Amount paid to Municipality in 1861	103 74

A portion of this sum (\$43 34) was paid to a contractor who constructed a bridge in 1860, and the balance in building another bridge, 80 feet in length, in the 1st range of Newton.

This bridge has been received by three persons specially named as a jury of examination, and in their report they have certified that it has been built conformably to the plans and specifications annexed to the contract.

COUNTY OF ARGENTEUIL.

Roads in Mille Isles.

Conductor—WILLIAM STUART.

Amount of appropriation	\$150 00
Amount of expenditure	150 00

With this sum Mr. Stuart has repaired 17 arpents of road in the augmentation to the Township of Mille Isles, half of which distance is on the main road, and half in East Outlet. They have been thus rendered practicable for summer vehicles. He has also built three bridges, the 1st 45 feet in length, the 2nd 36 feet, and the 3rd 39 feet, the whole costing \$31. Moreover, he has laid down four arpents of corduroy work at a cost of \$56.

The crop at Mille Isles has been good this year, and has not suffered from frost. A new church was built in 1861.

Road in Morin.

Conductor—GEORGE HAMILTON.

Amount of appropriation	\$100 00
Amount of expenditure	100 00

This sum has been expended in building two bridges of importance in the Morin section of the Argenteuil and Howard Road.

Mr. Hamilton, who has for some years conducted the operations with which he has been entrusted in a very judicious manner, makes the following report:—

“I am happy to be able to inform you that with the sum appropriated we have constructed two bridges, one of 105 feet in length, the other 65 feet, forming together 170 feet of bridging, conformably to the specifications which I had the honor of addressing to you.

“I was compelled to sacrifice a great deal of my time in superintending these operations, for which I have only charged two days foreman’s labor, and in the interests of colonization, while I would never hesitate to make sacrifices, I think that I have expended the amount of the appropriation in a very advantageous manner.”

North River and Wentworth Road.

Conductor—JAMES ARMSTRONG.

Amount of appropriation	\$50 00
Amount of expenditure	50 00

This road, which extends towards the interior over a distance of 20 miles from North River to the Township of Morin, had been carelessly opened and required repairs. With the sum appropriated, the road has been made passable in summer vehicles over a distance of two miles from North River to the Wentworth Road. The soil on this road is of good quality in the valleys, but rocky and mountainous elsewhere. The vacant lots in the interior of the county are of the same nature and covered with fine forests of hardwood. Limestone and traces of iron ore are found in the vicinity.

Mr. Armstrong is of opinion that if the road were completed, and if free grants were made to settlers, a strong inducement would be held out which would eventually procure the settlement of the Crown Lands in rear of the County.

A sum of \$50 per mile would be required to complete this road.

West Gore Road.

Conductor—W. SMITH.

Appropriation	\$150 00
Amount disbursed	150 00

As Mr. Smith has not transmitted any report to this office, it is not in my power to give any details of the work done by him on this road.

Chatham and Wentworth Road.

Conductor—JOSEPH HUSTON.

Appropriation	\$50 00
Amount disbursed	50 00

This road begins in front of the 10th range of Chatham, and is open to a distance of six miles, three of which are in Chatham and three in Wentworth.

In 1854 this road was open to a distance of five miles more in Wentworth, but this portion is not passable even for winter vehicles, and settlers who have taken up their residence in these parts, are compelled, in order to get out, to make a circuit of ten miles through Harrington and Grenville.

With the sum appropriated Mr. Huston has completed a mile of road, and he estimates the amount necessary to complete it at from \$50 to \$100 a mile.

Three bridges also will have to be built, one of which will be 30 feet in length, and the others 60 feet each; of these the cost will be about \$200.

The soil through which this road passes is good but irregular. The wood which covers it is mixed. Excellent farms are found from the sixth to the ninth ranges of Wentworth.

There are several water powers upon this road, and limestone is found in abundance.

Dalesville and Wentworth Road.

Conductor—JAMES CLARK.

Balance of the appropriation of 1860	-	-	\$50 00
Amount disbursed	-	-	50 00

This balance was to be applied to the repair of certain parts of the road in front of the 10th range of Chatham, but as Mr. Clark has sent in no report, I cannot give the details of the work done by him.

Grenville and Arundel Road.

Conductor—HENRY MILWAY.

Appropriation	-	-	\$100 00
Amount disbursed	-	-	100 00

This road, six miles in length, begins at lot No. 15 in the sixth range, whence it is continued by lot No. 8 in the 8th range, and ends in the Government road.

The road has been merely opened this year.

Bridges have been built forming altogether a length of 145 feet, at an expense of \$25.

The soil along the road is of good quality, but stony, and covered with mixed wood.

There are several water powers upon it, upon one of which a flour mill has been built.

The Townships of Harrington and Arundel, especially the latter, are being rapidly settled.

A church has been erected by the settlers.

Mr. Milway thinks that to complete this road, which is verbalized, a sum of \$300 will be necessary

COUNTIES OF ARGENTEUIL AND OTTAWA.

Grenville and Amherst Road.

Conductor—JOHN MCCALLUM.

Appropriation of 1859	-	-	\$550 00
Amount disbursed in 1861	-	-	550 00

This road begins deep in the augmentation to Grenville, and has been opened to a distance of seven miles as far as the valley of the River Maskinongé, which is situated close to the line between the Counties of Argenteuil and Ottawa. Of this, five miles have been completed, and two miles only opened.

Fourteen bridges having an aggregate length of 168 feet, and 1200 feet of crossway have been built.

Several families have settled along the new road, upon which excellent land is found, and others also intend going thither.

Beyond the chain of mountains which runs through the centre of the surrounding Townships in a direction from east to west, more especially in the augmentation to Grenville, the land is more flat and consequently offers greater advantages to settlers.

At the present time two new churches are being erected in the augmentation to Grenville. With the view of reaching the fine land lying in the back parts of this Township, Mr. McCallum has judiciously caused his road to pass through the beautiful valley of the Maskinongé River.

This river takes its rise in the Township of Ponsonby, in the County of Ottawa, and falls into the Red River between the Townships of Grenville and Harrington, about 14 miles from Ottawa.

COUNTY OF OTTAWA.

Wakefield and Portland Road.

Conductor—W. HAMILTON.

Appropriation of 1860	-	-	-	-	\$800 00
Amount disbursed in 1861	-	-	-	-	800 00

This road begins at lot No. 17 in the 1st range of Wakefield, passes through Templeton, and is to end in Portland at a distance of 12 or 14 miles from its point of departure.

Eight miles and nine arpents of road have been opened this year, and of this distance two miles and nine arpents have been completed. More than 460 yards of crossway have been constructed, and more than 1000 yards still remain to be built in the remaining portion of the road.

This road, including bridges, has cost about \$380 a mile.

"The soil," says Mr. Hamilton, "where it is not broken by mountains or rocks, is of the best quality. The woods most commonly met with are maple, black birch, basswood, elm, hemlock and white birch.

"This road passes through one of the finest agricultural tracts in Lower Canada, and its opening will cause the Townships of Portland, Denholm, Bowman, Bigelow and Wells, in which there are immense tracts of beautiful land, to be settled rapidly.

"The distance of this land from the City of Ottawa is not more than 25 or 30 miles. So great has been the advantage reaped from this road already, that nearly the whole of the north-east part of Wakefield has been sold by the local agent during the last twelve months, and I am certain, if the Government have this road completed in the coming summer, that five hundred settlers will take up their residence in Denholm and Bowman.

"The Prussian emigrants who have settled in Bowman travel over this road. In these parts there are a great many water powers, plenty of limestone, and indications of iron, copper and lead mines.

"To my knowledge, more than 400 families have settled in these Townships during the last two years.

"A large proportion of the pine has been removed, but there is still enough left to supply the future wants of the settlers.

"The crops have escaped the attacks of the fly, and have been more abundant than in the Townships situated upon the Ottawa.

"His Lordship the Bishop of Ottawa is at present building a church upon the line between Wakefield and Portland."

It is calculated that \$5000 will be required to complete this road.

COUNTY OF PONTIAC.

Litchfield and Mansfield Road.

Conductor—MICHAEL HUGHES.

Appropriation	-	-	-	-	\$500 00
Amount disbursed	-	-	-	-	500 00

This road begins at the line between lots 8 and 9 in the 1st range of Litchfield, and ends at lot No. 1 in the 7th range of the same Township, where it joins the line of division between Litchfield and Mansfield.

The proposed length of the road is between ten and eleven miles.

Six miles have been opened; of this distance two miles are completed, and the other four are passable for summer vehicles; but this portion is not yet finished, and will require to be widened in some places.

The cost of the completed road, exclusive of bridges, has been about \$100 a mile.

Ten bridges, measuring altogether 100 feet in length, have been built at a cost of \$100. 200 feet of crossway and brushwork have also been laid at a cost of \$50.

The land along a part of this road consists of black soil lying upon a bed of blue clay. The wood is principally pine, oak, white birch, basswood and maple; in other parts the road runs over a sandy and stony soil, where the hardwood prevails.

The land is generally good and very favorable to lumbering.

There are several good water-powers along the road.

Mr. Hughes thinks that a sum of \$1000 will be necessary to complete this road, which is verbalized.

COUNTY OF GASPÉ.

Magdalen Islands Mail Road.

Conductor—A. E. CHEVRIER.

Appropriation of 1860	-	-	-	-	\$300 00
Amount disbursed in 1861	-	-	-	-	300 00

With the sum appropriated Mr. Chevrier has repaired two miles of the road running over an irregular tract intersected by marshy *savannes*. This was the portion most in need of repair, for it is the part travelled by the inhabitants of the villages of Bassin, Le Moulin and Anse à la Cabane, in order to reach Amherst, to which place they convey the produce of their fishery.

These repairs entailed a great deal of work on account of the marshy nature of the soil and the great number of drains and bridges which it was necessary to construct. In one place it was even necessary to clear away and make the road afresh, in order to render it passable.

Mr. Chevrier has also opened a new road from West Point at L'Etang des Caps, which is situated at the extremity of Amherst, towards the other Islands of Cap-aux-meules and Alright, with which Amherst is connected by banks of sand.

About fifty arpents of road have been thus opened through woods and *savannes*; and of this a part has been crosswayed.

A sum of \$31.10 remaining in Mr. Chevrier's hands will be employed during the winter in conveying the timber required for the construction of a bridge.

According to Mr. Chevrier's estimate, a further appropriation of \$150 will be required to complete this road.

The Peninsula and Anse au Griffon Road.

Conductor—JOHN HURLEY.

Balance of the appropriation of 1858	-	-	-	\$166 75
Amount disbursed	-	-	-	166 75

This balance has been applied, during this year, to the completion of ten arpents of road, two of which have been laid with brush and crosswayed. Two bridges, measuring together 97 feet, have also been built.

COLONIZATION ROADS IN LOWER CANADA

Anse à la Louise Road

Conductor—JOHN HURLEY

Appropriation	-	-	-	-	-	\$340 00
Amount disbursed	-	-	-	-	-	150 00
Balance remaining	-	-	-	-	-	\$190 00

About 14 arpents of this road have been completed, four arpents of which have been laid with brush; a bridge 96 feet in length has also been built.

The timber necessary for this purpose had to be brought from a great distance at an expense of \$140.

Percé Road.

Conductor—GEORGE LEBOUTILLIER.

Appropriation	-	-	-	-	-	\$349 00
Amount disbursed	-	-	-	-	-	200 00
Balance remaining	-	-	-	-	-	\$140 00

This road begins at the western extremity of Irishtown in the Township of Percé, and is to end at the western boundary of that Township.

It has been opened to a distance of two and five-eighth miles, of which one mile and three quarters has this year been completed, so as to be passable for wheeled vehicles.

The part of the road which is completed cost \$410.48, including some small bridges which have an aggregate length of 90 feet.

Mr. LeBoutillier in his report makes the following suggestions:—

“At the point to which the road has now been extended, it is absolutely necessary that a thoroughfare should be opened to the water's edge; for otherwise, the lots being held by persons living opposite on the first concession, it will be necessary for them to make a circuit of 12 miles to get there. The settlers assert that these by-roads are more necessary even than the high road, and should be made at once. When we consider that they only devote to the labor of clearing their new land such time as they can spare from the more congenial occupation of fishing, it will be seen that they are right. It will be some time yet before they devote themselves exclusively to agriculture, and both occupations cannot well be followed at the same time by the same persons.”

The Norwegians' Roads.

Conductor—JOHN EDEN.

Balance of the appropriation of 1860.	-	-	-	-	\$325 00
Appropriation of 1861.	-	-	-	-	600 00
Amount disbursed	-	-	-	-	\$925 00
					925 00

Two new roads have been opened; the first, called the lower road, begins at lot No. 37 in the first range north, and extends as far as the second range; the second, known as the upper road, begins at lot No. 40 in the first range north, and also extends as far as the second range.

These roads are situated in the Township of Malbaie.

The first of these roads has been opened to a distance of 7582 feet, is about 12 or 15 feet wide, and is fit to be travelled in wheeled vehicles.

The second has been opened in the same complete manner to a distance of 6600 feet; besides which 900 feet have been merely opened.

Mr. Eden has also opened a road 600 feet in length, across a *savanne*, from lot No. 38, in the first range north, to lot No. 18 in the first range south.

In the Township of Douglass 5023 feet have been simply opened. In order to reach the Norwegian settlement in the second range, it will be necessary to open another mile of road beyond each of the two new roads.

Five bridges, having an aggregate length of 207 feet, have been built upon these roads, besides 29 feet of crossway.

It will be necessary to erect a bridge over the principal river, the cost of which is estimated at \$200.

"The nature of the soil where the settlers have taken up their residence," says Mr. Eden, "is excellent, and well adapted for cultivation. The wood consists of white birch, maple, cedar, white pine and fir.

"These new roads would be very useful if they were continued in a straight line as far as the Township of Douglass or Gaspé Basin, and would throw open to colonization a tract of the finest land in the District of Gaspé; they would shorten the roads from the Basin of Malbaic by nearly twelve miles.

"Several water powers are found along these roads.

"During the present year about 400 settlers, from Norway and Sweden, and a few from New Brunswick, have taken up their residence to the north and south of Gaspé Bay, at Cap Rosier, Sydenham, Douglas, and more especially the Basin of Malbaic.

"A small quantity of lumber has been got out during the present year, and there is not more left than will suffice for the wants of the settlers.

"During the present season, I have also employed a certain number of labourers in constructing crossway and small bridges on the road opened last year. I have also cut down a hill six feet high and 338 feet long, and in the lower road I have blasted about 25 tons of rock."

Mr. Eden estimates that a sum of \$1500 will be required to complete these several roads.

Pointe au Maquerreau Road.

Conductor—JAMES McISAAC

Appropriation	-	-	-	-	-	\$120 00
Amount disbursed	-	-	-	-	-	120 00

This road begins at McKeon's bridge, in the Township of Newport, and extends as far as the line between the Counties of Gaspé and Bonaventure, a distance of three miles. It is opened throughout its whole length, and may be travelled in summer vehicles, but is not yet finished.

A certain extent of crossway has also been built.

The land along the road is, for the most part, adapted for cultivation; the wood is of little value.

This road is very useful to travellers and for the carrying of the mails. It is estimated that \$200 will be necessary to complete it.

COUNTY OF BONAVENTURE.

Roads in Port Daniel.

Conductor—WILLIAM McLEOD.

Appropriation	-	-	-	-	-	\$100 00
Amount disbursed	-	-	-	-	-	100 00

The roads known as the Mill Road, and the Thomson and Duncan Road, have this year been opened, the first to the distance of a mile, and the second to a distance of half a mile. These roads are passable for wheeled vehicles.

The proposed length of each of these roads is nine miles.

A bridge will have to be built on the Mill Road, the cost of which is estimated at \$300.

These roads runs through a considerable tract of land adapted for cultivation,

covered with maple, black birch, pine, tamarack and cedar. Many excellent water powers are found along them, and also limestone.

Mr. McLeod thinks that \$270 a mile will be required to complete the first of these roads, and \$100 a mile the second.

Les Rapides Road.

Conductor—NICHOLAS CAVANAGH.

Appropriation - - - - -	\$40 00
Amount disbursed - - - - -	40 00

This road begins at the Church of St. Bonaventure, in the Township of Hamilton, and ends at the Rapide Plat.

This road had been already opened but not finished, and with the sum appropriated Mr. Cavanagh has completed about eight arpents of road.

The land along this road is good and well adapted for cultivation. There is plenty of wood, and colonization has advanced with rapid strides since the road has been opened.

A sum of \$600 will be necessary to complete this road as far as the Rapide Plat.

Road in Hamilton.

Conductor—JEAN ALAIN.

Appropriation - - - - -	\$200 00
Amount disbursed - - - - -	200 00

On the 30th of October last Mr. Alain wrote that with one-half the appropriation he had opened 1350 feet of road, of which 700 feet had been laid with brush.

As Mr. Alain has made no further report, it is not in my power to say how much road he has made with the balance of the appropriation.

Road in New Richmond.

Conductor—WILLIAM MONTGOMERY.

Appropriation - - - - -	\$60 00
Amount disbursed - - - - -	60 00

With this sum Mr. Montgomery has completed a mile and a-quarter of road between the second and third ranges.

The lands in the rear of this Township are excellent, and if this road were continued, Mr. Montgomery says that the third, fourth, and fifth ranges would be settled in a short time.

North River Road.

Conductor—WILLIAM ROSS.

Appropriation - - - - -	\$200 00
Amount disbursed - - - - -	200 00

This road begins at the *Barachois de Nouvelle*, in the Township of Hope, and is intended to run back eight miles.

Mr. Ross has made and completed about 420 feet of road from the bank towards the solid land.

He was compelled to lay foundations of wood to a height of four feet in some places, which were subsequently covered with faggots and gravel, but the tides were so high last autumn that the road will have to be raised a foot and a-half more in order to keep it above the level of the water.

In this work there were used not less than 50 tons weight of timber, which was furnished by the persons interested in the road.

This part of the road is very difficult to make, and the most determined labor was necessary to make it passable. The work however is well done, and gives ample satisfaction to those interested.

All the lands through which the road is to pass is good and adapted for cultivation. All kinds of wood are found upon it. This road will throw open to colonization some thousands of acres of good land.

A grist mill has been built,

To complete the road over the basin, \$200 more will be necessary. The rest of the road will cost from \$140 to \$300 a mile.

Roads in Maria.

Conductor—JOSEPH MICHAUD.

Appropriation - - - - -	\$300 00
Amount disbursed - - - - -	300 00

The roads opened by Mr. Michaud are:

1st. A continuation of the road from the second to the fourth concession.

2nd. A new road from Irish Settlement to the great river Cascapedia, in rear of Mr. Outlibert's mill.

The first of these roads begins at the line between the properties of François Serré and Isaac Leblanc, and is finished as far as the fourth concession; the extent of road thus completed is 6570 feet.

The second road begins at the line between the properties of the Rev. Mr. Alain and Mr. McGregor, and extends as far as Beaver Dam Creek, over which Mr. Michaud has built a bridge 116 feet in length. 2420 feet of this road have been merely opened.

The cost of the completed road has been about \$100 a mile, exclusive of the bridges. Some pieces of crossway have been built, and some still remain to be laid.

"The soil along these roads" says Mr. Michaud, "is adapted to cultivation, the wood being principally white birch and maple with a little cedar.

"The road from the second to the fourth concession offers great advantages to the settlers who have taken up their residence upon it, as it furnishes them with a means of communication with the seaboard by which they can transport their produce and lumber.

"The road from Patriektown to the great river will also prove very serviceable to residents in that locality, and will enable them to carry their grain to the mill.

"There is a limestone quarry in Patriektown.

"The colonization of this Township would proceed much more rapidly if the road were continued as far as the sixth concession, as there is a tract of good land, several miles in length, in the rear. There are persons who only await the opening of the road and the surveying of the land, to go and settle there.

"The grain crops have been entirely free from the attacks of the midge or wheat-fly, and in the new land the crop of potatoes has been good."

A sum of \$800 will be necessary to complete the road from the fourth concession to Lake Mamkisiwi, in the sixth concession, and a further sum of \$200 will suffice to complete the Irish Settlement Road.

Paspebiac Road.

Conductor—ANDRE LOISEL.

Appropriation - - - - -	\$60 00
Amount disbursed - - - - -	60 00

This road begins near the church of Paspebiac and runs towards the interior, which no one has yet been able to reach, except through the woods in the winter, for want of a road.

This road had been opened to the distance of one mile and a-half before, and this year it has been continued 15 arpents further across a savanne nearly covered with water, but this portion is not completed.

There will be three bridges to build, one 30, the second 50, and the third 200 feet in length; the cost of these bridges is estimated at \$600. There will also be two miles of crossway to lay.

In his report Mr. Loisel makes the following statements:—

“In the rear of Paspebiac there is a large tract of land of excellent quality; it is covered with a forest of maple and other hard woods, continued with a gentle slope towards the interior to a great distance, as also to the right and left.

“If this road was continued ten miles further, the advantage to colonization would be very great. Most of our fishermen are only waiting for a road to go and work on the concession lands which they have taken, and others will do the same, as soon as this road which has been so long called for, is completed.

“There are some magnificent water powers upon the river Nouvelle; there are also indications of limestone upon the surface, though no quarry has yet been discovered.

* * * * *

“As to the statements which you ask for, respecting the progress of colonization, I am vexed to have to tell you that there has been hardly any, owing to there being no road, either in the neighborhood or into the interior. This is the great and only obstacle, which I hope will soon disappear.”

The grain harvested this year was not at all injured by the frost or fly.

It is estimated that a sum of \$1,000 will be required to complete the road, exclusive of the bridges.

Road in Mann.

Conductor—SAMUEL SOOK.

Appropriation	-	-	-	-	-	-	\$60 00
Amount disbursed	-	-	-	-	-	-	60 00

This is a continuation of the Kempt Road, and ends at the Mission Road, a distance of about three-quarters of a mile.

Of this extent one half has been opened during the present year, the other half having been previously so.

A piece of crossway, 400 feet in length, has been begun, but is not yet finished.

The land in this locality is excellent, and is covered with hardwood, fir, &c.

Mr. Sook thinks that \$200 will be necessary to complete this road.

New Carlisle Central Road.

Conductor—JAMES FLOWERS.

Appropriation	-	-	-	-	-	\$60 00
Amount disbursed	-	-	-	-	-	60 00

This road begins near the English Church at New Carlisle, and is to be continued to a distance of eight miles, as far as the settlements situated at the upper part of the river Bonaventure.

About 5½ miles of it are now open.

This road, which was commenced in 1857 by Mr. Wm. McDonald, has been continued this year by Mr. Flowers, who has opened a mile and a-half of it, of which distance eleven arpents may be travelled in summer vehicles; the remainder, which runs over a *savanne*, is only practicable for winter vehicles.

It is situated in the Township of Cox.

A bridge 60 feet in length has been built, and another, situated in the part which was opened by Mr. McDonald, has been repaired.

This road passes through a very rich tract of land, and many fine settlements have been made upon it. The woods are maple, white birch, pine, fir, and cedar.

A hundred settlers might fix their habitations along the road itself, and further back to the north there is a large tract of fine land capable of containing a population of from 7,000 to 8,000 inhabitants.

There is a magnificent water power on the Cuthbert brook in the part of the road which is not yet opened. A bridge 70 feet in length, will have to be built over this brook and will cost, it is estimated, \$100.

An abundant supply of limestone is also found along the road.

Mr. Flowers thinks that it will be necessary to appropriate \$200 to complete the five miles of road already opened, and a further sum of \$500 to complete the road as far as the river Bonaventure.

At Bonaventure a magnificent Catholic church, which cost £3,000, has just been finished, and two Protestant churches have been begun at Port Daniel.

The road is verbalized.

New Glasgow Road.

Conductor—A. A. NICOL.

Appropriation	-	-	-	-	-	-	\$60 00
Amount disbursed	-	-	-	-	-	-	60 00

This road takes its departure from the Kempt road, near the residence of Mr. Henry Downs in Ristigonche, and is completed to some distance beyond the bridge over the Little River.

About two arpents have been completed this year, and a bridge 77 feet in length has been repaired at a cost of \$32.

The land in this neighborhood is of good quality, and is covered with white birch, maple, cedar, tamarac and fir; nearly all the land has been already taken.

It is proposed to open three new roads in Ristigouche, which will be very beneficial to colonization, as they will give access to a considerable extent of the most fertile land in the Township, lying between the western branch of the Little River and the Metapedia River; this land is covered with the best of wood.

There are some considerable water powers in the neighborhood of the road, and also upon the proposed line of road.

Limestone is everywhere found in abundance.

"The progress of colonization," says Mr. Nicol, "has been retarded by the lack of roads by which to reach the vacant lands of the Crown, but in the adjoining Township of Matapedia a new settlement has been formed within the last two years, comprising more than a hundred families, who are in a prosperous condition.

"As a general rule the wood has been cut; but enough remains to supply the requirements of the settlers.

"The crops in these parts have been pretty good, and tolerably free from the attacks of the fly.

"It is a fact, established by the observation of several years, that potatoes planted in new land are not so subject to disease as those planted in the old clearings."

A further appropriation of \$200 will be required for the completion of this road.

Glen Settlement Road.

Conductor—JOHN G. FAIR.

Appropriation of 1860	-	-	-	-	-	\$100 00
Amount disbursed in 1861	-	-	-	-	-	100 00

Of this road, which begins at the second concession of the Township of Nouvelle, and runs westward as far as the lake, Mr. Fair has completed about 42 chains; of these 15 have been opened through the forest, the remaining 27 having been previously opened. It has also been found necessary to remove a great number of boulders.

This road is now open to an extent of four miles from the highway, and gives access to a tract of fine land.

COLONIZATION ROADS IN LOWER CANADA

Acadians' Road.

Conductor—JOSEPH N. VERGE.

Appropriation	\$200 00
Amount disbursed	200 00

This road takes its departure from the River Matapedia, in the Township of the same name, and is continued for 1 $\frac{1}{4}$ miles to a temporary chapel built by the Acadians.

This has only been opened as a winter road.

The quality of the land along this road is good; it is covered with white birch, maple, and cedar, and is very well adapted for the formation of agricultural settlements.

COUNTY OF RIMOUSKI.

Bridge over the River Tortigon.

Appropriation	\$199 00
Amount disbursed	66 33

Balance remaining	\$132 67
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This bridge, now in course of construction, is situated on the Sandy Bay Road.

It was given out by contract on the 14th October last to Mr. Edouard Landry, to be built according to the plan and specification furnished by the Municipal Council of the Township of McNider, for the sum of \$199.

This bridge is to have 100 feet of roadway from the edge of one pier to the other, and is to be completed on the 15th of next March.

To guard against accidents by fire, the contractor has bound himself to cut down the trees over a space of three-quarters of an arpent square at the northern end of the bridge, and half an arpent square at the southern end, and then to burn these spaces over and rake them clean.

Bégon Road.

Conductor—THOMAS P. PELLETIER.

Appropriation	\$250 00
Amount disbursed	250 00

The proposed length of this road is 30 miles, of which 18 have been traced. It is now in a condition to be travelled by summer vehicles to a distance of five miles. It begins at the line between the Seigniori of Trois Pistoles and the Township of Bégon.

Mr. Pelletier has this year opened 22 arpents of road to the south of the river Bouabouseachée; he has also had 160 feet of roadway built, having an average height of three feet, in order to provide against the overflowing of the river, which made that part of the road dangerous in the spring.

He has also built an arpent and a-half of crossway, so as to provide settlers at a distance with means of transporting their crops.

These various works have cost \$84 42.

Mr. Pelletier has retained the balance of the appropriation in hand with the hope that the department will be pleased to authorise him to indemnify those settlers who, in 1860, generously contributed to the building of the Bouabouseachée bridge by demanding only half of their wages, in hopes however that the Government would grant them the other half another year.

"This road," says Mr. Pelletier, "passes through soil which is generally good and adapted for cultivation: it is covered to the south with pine, tamarac, fir, cedar, and maple.

"This road promotes colonization; the old settlements increase in extent every year, new ones spring up, and thanks to the assistance of the Government in furnishing seed grain last spring, and the building of the bridge over the River Bouabouseachée which allowed

of the sowing, in May last, of the most fertile of the lands situated to the south of that beautiful river, the crop this year will be three times as great as that of any preceding year.

"This new route furnishes the settlers in Bégon, at the present time, with the means of easily exchanging their surplus crops with the traders.

"The magnificent sugaries, situated in the upper part of this Township, have been worked on a much larger scale since the opening of the road in question.

"There are several water powers, upon two of which mills are being built, but I have not met with any limestone quarries, or any trace of veins of iron ore or any other useful mineral. * * * * * Since the opening of the Bégon road, colonization has advanced with rapid strides, and the population has been nearly quadrupled.

"Last October a site for a church was fixed upon by the ecclesiastical authorities, in the Township of Bégon to the south of the river Bouabouseachée.

"The increase in the value of landed property since the opening of a road in the Township of Bégon has been at the rate of 400 per cent.

"The grain grown in the greatest quantity in the neighbourhood of the road under my superintendance, consisted of wheat, barley, oats, rye and peas.

"The frost and the fly did no injury to the crop this year."

The sum necessary to complete this road as traced will amount to about \$2,000.

St. Eloi Road.

Conductor—CHARLES THERIAULT.

Appropriation	-	-	-	-	-	-	\$420 00
Amount disbursed	-	-	-	-	-	-	420 00

This road begins at the third range of Denonville, and is open as far as the Taché road.

Mr. Thériault began his labors at the Taché road; working from thence he has cleared sixteen arpents of road, and completed fourteen to a width of twenty feet.

Several small bridges have been built, and six arpents of road have been laid with brush and subsequently covered with sand.

The bridge over the river Mariaquaiche, which was in a ruinous condition and exposed the settlers to considerable danger, has been rebuilt this year in a substantial manner. It is 130 feet long.

Isle Verte Road.

Conductor—J. ET. FRASER.

Balance of the appropriation of 1860	-	-	-	-	-	\$ 32 15
Appropriation of 1860	-	-	-	-	-	250 00
						<u>282 15</u>
Amount disbursed	-	-	-	-	-	282 15

This road is now open as far as the Taché Road, which here passes over the boundary line between the 8th and 9th ranges of the Township of Viger.

About one mile and five arpents have been opened this year, and of this a part is completed.

Thirteen arpents of crossway have been laid, and a bridge 18 feet in length has been built. Besides this a bridge, 156 feet in length and 18 feet wide, which had been destroyed by fire, has been rebuilt. Eight arpents of old road have also been repaired.

Two bridges will have to be built on this road; one over the river Mariaquaiche, estimated to cost \$100, the other over a stream, which will cost \$50. The settlers are absolutely in want of these two bridges, as they are going in great numbers to take up their abode in this neighborhood.

"The upper part of the 8th range as well as the 9th," says Mr. Fraser, "gives

promise of being very advantageous to colonization. The soil is of the best quality, and the forest is the finest I have ever seen. Everywhere we find extensive sugaries which are now worked, and some of the Indians employed upon the road told me that the Taché road could not be better located than in this place."

A sum of \$150 will be necessary to complete the road, exclusive of the bridges.

Viger Road.

Conductor—L. M. LAPOINTE.

Appropriation - - - - -	\$250 00
Amount disbursed - - - - -	250 00

This road, which begins at the post between the seigniory and the Township of Viger, is now open as far as the 12th concession, less seven or eight arpents.

26½ arpents of road over the 11th range of Viger have been opened and completed this year, and this gives an extent of seven miles of road fit to be travelled in summer vehicles.

Three arpents of crossway have cost \$36.

As the part of the road situated on the 5th and 6th concession is out of repair in consequence of the great traffic and the little care bestowed upon it, there being but few settlers there, Mr. Lapointe suggests that a part of the appropriation of next year should be applied to making the necessary repairs.

(Extract from Mr. Lapointe's Report.)

"In support of what I have said of the excellence of the land in the concessions beyond the 7th, I will here mention a fact which excited the admiration of several well informed persons. The road over the 8th and half the 9th concessions had never been sown with hay seed except with what had fallen from a few bundles of hay carried by persons going to see the lands in the vicinity during the first year it was opened; this part of the road would this year have yielded 600 bundles of hay if it had been made in the proper season; some would even have estimated it at 1000 bundles. The land which is being cultivated on the 1st and 2nd concessions can never yield us hay so long and so well headed as that grown in this place. Beyond the 9th concession the manufacture of maple sugar is actively carried on. Thirty-six sugar houses have been built on both sides of this road, which produce, on an average, about 25000 pounds of sugar every year. Were the road continued as far as the maple forests mentioned in my preceding report, this number would be quadrupled in a few years. * * * * *

"Colonization is advancing with rapid strides in Viger; I do not think that any of the adjacent townships can compete with it in respect of progress. Its population, which in 1851 amounted to only 40 souls, now reaches a total of from 1000 to 1100.

"Only one chapel has been built in Viger; a site for another is, however, under consideration.

"The value of real property has been doubled within four years in several places, and as exceptions some properties have been quadrupled in value. My neighbor's farm was offered to me for \$300 four years ago; now the proprietor refuses \$800 for it, and he will get more. I know settlers, who with young families, began the clearing of the lots which they occupy eight, ten, and twelve years ago, whose whole stock consisted of a hoe, an axe and sometimes a horse; now these settlers would not give up their possessions for less than from \$1000 to \$2000. A friend of mine who expended \$125 in the purchase of lots in Viger, ten years ago, now holds property worth \$6000. He told me a few days since that he expected to pay the priest this year the tithe of 800 bushels of good grain, and one or two other individuals might say as much."

Two saw-mills have been built, one in the seventh and the other in the eighth range.

At the end of the road as opened, a bridge will have to be built over the River Senescope, the cost of which is estimated at from \$80 to \$100.

This road is only verbalized so far as that portion situated in the first four concessions is concerned.

St. Modeste Road.

Conductor—N. MIVILLE.

Appropriation	-	-	-	-	-	8250 00
Amount disbursed	-	-	-	-	-	250 00

This road begins at the third range of Whitworth, and is to end at the Temiscouata road.

Fifteen arpents of road have been levelled this year; it is now open as far as the line between the eighth and ninth ranges.

Although this road is not finished, it is, however, in a fit state to be travelled by summer vehicles as far as the Taché Road, a distance of six miles.

Several small bridges have been built, as well as two arpents of crossway and brushwork covered with earth.

Mr. Miville has, moreover, repaired the road over the sixth concession, where there were some large boulders. That over the fifth concession will also require repairs.

The following statements are extracts from Mr. Miville's Report :—

"The third, fourth, fifth, sixth and seventh concessions of Whitworth are stony, but the soil is very good. The other higher concessions are as good as can be desired, and will be very easy to colonize.

"The land is covered with fine hardwood, such as maple and birch of an extraordinary height and girth; the first concessions above mentioned are covered with soft wood of all kinds.

"The advantages which this road offers to colonization are certainly incalculable, as there are a great many concessions to be opened abounding in excellent land, especially if it be continued to the Lake Temiscouata road, which will establish direct communication between these settlers and those of Madawaska and New Brunswick.

"There are ten or twelve water powers in the Township of Whitworth, and also a limestone quarry of superior quality in the ninth range. * * * * *

"The grain grown in the greatest quantity consists of barley, peas, rye, oats and buckwheat. None of these different kinds of grain suffered this year from the frost or the fly; wheat also does very well here. * * * * *

"I am happy to tell you that many clearings have been made in the ninth range of our Township this autumn; our young men are enterprising enough to go in advance of the road, in the hope that it will be continued as far as the Lake Temiscouata Road. Several persons have told me that all the concessions as far as the Lake road are well adapted for cultivation, and may be easily colonized; and the communication that the settlers will thus have with the inhabitants of New Brunswick will enable them to procure the necessaries of life with greater facility, an advantage which will be shared by the inhabitants of Cacoua, St. Arsène and Isle Verte.

"I will conclude by informing you that the impulse towards opening up our forests has been sensibly felt during the last few years; young men no longer talk of emigrating to the United States, but all think of clearing our forests and possessing themselves of Canadian soil; they understand and appreciate the efforts which our Government is making to open these roads for the sole purpose of enabling them to settle near their native parishes, and live there honorably, without being compelled to expatriate themselves to a strange land, there to lose their health, their morals, and the religion of their ancestors."

Mr. Miville is of opinion that a sum of \$3400 will be required to complete this road as far as the Temiscouata road.

COUNTY OF KAMOURASKA.

Chapais Road.

Conductor—MAURICE BOSSÉ.

Balance of appropriation of 1860	-	-	-	8251 74
Amount disbursed in 1861	-	-	-	251 74

With this balance Mr. Bossé has resumed his labours where he left off two years ago,

and has made twenty-four arpents and three perches of road across a stony *savanne*, which he was obliged to lay with brush, and which will have to be covered with earth. This *savanne* extends two miles further, and then in the direction of the Taché Road the land becomes fit for clearing. Beyond this latter road as far as the Province Line the land is of very good quality.

The bridge built in 1859 over the River Ouelle has been unfortunately destroyed by fire, notwithstanding all the precautions which were taken in clearing the approaches. This bridge, which was 122 feet in length and cost \$163, must of necessity be rebuilt.

COUNTY OF L'ISLET.

Arago Road.

Conductor—P. C. FOURNIER.

Appropriation	-	-	-	-	-	\$500 00
Amount disbursed	-	-	-	-	-	500 00

Mr. Fournier has this year completed the piece of road previously opened, besides 22 arpents of new, and six arpents have been merely cleared.

This road is now opened to a distance of two miles, of which one mile and three-quarters may be travelled in summer and one-quarter in winter vehicles only.

The cost of the road, exclusive of bridges, has been about \$520 a mile.

Several bridges, having an aggregate length of 79 feet, have been built at an expense of \$51.

"If we may judge," says Mr. Fournier, "from the number of settlements which are to be found in the vicinity of the road, the soil would seem to be very well adapted for cultivation.

"This road will be very advantageous to the colonization of the Crown Lands, especially if it should soon be continued as far as the Taché road, or even beyond it, for it is a fact worthy of observation that the further we go south, the better we find the land to be, and the clearer of stones, which are but too common in our more immediate neighborhood. This road will moreover be of great service in the getting out of our forest produce, as there is still much merchantable lumber to be found there."

Several water powers exist in the neighborhood of the road.

The harvest in this vicinity has been very good this year, and the grain was not injured by the frost or the fly.

According to Mr. Fournier's estimate a sum of \$5500 will be required to complete this road.

Elgin Road.

Conductor—STANISLAS DRAPEAU.

Appropriation	-	-	-	-	-	\$2500 00
Amount disbursed	-	-	-	-	-	2500 00

Three miles and thirteen arpents of road were completed in 1861, and of this 16½ arpents were laid with brush. It has also been found necessary to make 18½ arpents of ditches in order to drain the land.

Besides this, twenty arpents of crossway, begun in 1860, have been completed at a cost of \$160.

Two large bridges have been built over the Black River, one 133 and the other 132 feet in length; 23 small bridges, having a total length of 112 feet, have also been built. These bridges have cost \$268.

The cost of the completed road, exclusive of the bridges, has been \$592 a mile.

Mr. Drapeau in his report makes the following statements:—

"About 5½ miles of road still remain to be made before reaching the Province Line. As this tract is more elevated and less hilly, I estimate the sum necessary to complete the work of opening this road as far as the Province Line at \$3,000. For the sake of those

families who have settled along the frontier, it is to be hoped that this road will be completed during the coming season.

"The soil is generally fertile, although it is stony in some places; soft wood predominates. However the aspect of the country changes rapidly as we approach the Taché road; there the soil becomes less stony, and hardwood is found in greater quantity. It is asserted that the value of the lands situated in the interior of the cantons crossed by the Elgin Road is still greater, and the quality of the soil still better. * * *

"No injury was done in these parts by the frost or the fly this year.

"Several saw mills are at work and doing enough to supply the wants of the settlers.

"Steps are now being taken to ascertain what means must be employed for the erection of one or two chapels during the winter."

Taché Road.

Conductor—STANISLAS DRAPEAU.

Appropriation	\$12,300 00
Amount disbursed	6,500 00
Balance remaining	5,800 00

The extent of road made in 1861 amounts to eleven miles and three arpents, which is fit to be travelled in wheeled vehicles.

An extent of 22 arpents has been crosswayed; part of this is situated on a savanne not provided with the wood necessary for this kind of work, which consequently had to be brought from a considerable distance upon men's shoulders.

It has also been found necessary to make large ditches over an extent of 14½ arpents, at an expense of more than \$130.

Forty-six small bridges have been built over streams; these have a total length of 202 feet and cost \$190. Three large bridges, measuring together 291 feet, have also been built over the Black River at a cost of \$390 19.

The cost, exclusive of the bridges, has been \$494 a mile.

The Taché road, the proposed length of which is 209 miles and 46 chains, is now open and in a fit condition to be travelled in wheeled vehicles to a distance of 46½ miles, viz.: eight and a-half miles in the County of Kamouraska, 18 miles in the County of L'Islet, and 20 miles in the County of Bellechasse.

The soil over which this road passes is broken and stony, but of very good quality.

This road, in consequence of the facilities with which it may be reached by means of the numerous transverse roads which open into it from the old settlements, will give a powerful impulse to the colonization of this beautiful part of the country.

Already settlements are springing up along the whole of the road opened, and as Mr. Drapeau remarks, there is not a sufficient number of free lots along the Taché and Elgin roads to supply all the young settlers who are anxious to obtain them.

In his excellent report, Mr. Drapeau remarks: "There are now 18 miles of the Taché road fit for travel in the County of L'Islet, nine on each side of the Elgin road.

"The land is generally adapted for cultivation, and the wood is mixed. As the opening of the road is proceeded with, the land is taken by settlers who clear them in the hope of thereby ensuring possession when permits of occupation are offered to them. In the County of L'Islet there are more young men desirous of obtaining land than there are lots to be conceded gratuitously on the Elgin and Taché Roads.

"The lands in the rear are also highly extolled by those who have visited them.

"With respect to the quality of the soil and other information about the place, I think I cannot do better than refer you to what is said in Messrs. Carrier and Gagnon's reports of last year, in which they speak at length on the subject.

"Before concluding, however, I consider myself bound in justice to testify publicly how much I am indebted to Messrs. Carrier and Gagnon, assistant conductors of the works for 1861, for the zeal which they exhibited in the execution of their duty, by vigilant attention to, and economical direction of the work committed to their care. I am happy to

be able to add that I could not have entrusted to more able hands the direction of the works, the superintendence of which was confided to me by the Government."

COUNTY OF MONTMAGNY.

Anse à Giles Road.

Conductor—W. Bossé.

Balance of the appropriation of 1860	-	-	-	\$ 50 00
Appropriation of 1861	-	-	-	300 00
				\$350 00
Amount disbursed	-	-	-	350 00

This road, which begins between the 3rd and 4th ranges of the Seigniori of Vinelet, is now completed as far as about the middle of the 6th concession, giving thus an extent of three miles and 3¼ arpents practicable for wheeled vehicles; of this 21½ arpents have been completed in 1861.

The cost of the road this year has been from \$250 to \$300 a mile.

Several small bridges have also been built.

The soil along this road is of good quality, and adapted for cultivation.

Settlers are beginning to take up their residence along this road, but the full extent of its utility will not be apparent until it is opened as far as the Taché Road.

Sirois Road.

Conductor—ANTOINE TALBOT.

Balance of the appropriation of 1860	-	-	-	\$ 1 11
Appropriation of 1861	-	-	-	200 00
				\$201 11
Amount disbursed	-	-	-	201 11

This road, which is two leagues and a-half in length, is open throughout its whole extent and is practicable for summer vehicles, although it is not quite completed. Fourteen arpents of this road have been completed this year at a cost of \$141.

A bridge 95 feet in length has also been built over the Rivière du Sud, at a cost of \$64.

The land in the vicinity of the Sirois Road is of good quality; the wood is lofty, and is a mixture of maple, birch, tamarack, and cedar.

"Colonization within some years past" says Mr. Talbot, "has advanced with rapid strides in the townships of Armagh, Montminy, Mailloux, and Ashburton. The population of Montminy amounts to about six-hundred and fifty souls. This total would be greater if the Old Commissioners' road, which was made about thirty years ago, and which has never been kept in repair, was in a more fit condition to be travelled in summer vehicles. In several parts of this road, the settlers who travel to and from the Parish of St. Pierre are often obliged to carry their loads on their shoulders, finding it impossible to get through with their loaded horses or oxen, although their loads never exceed three or four hundred weight."

Mr. Talbot estimates that \$1200 will be required to complete the road throughout its entire length.

Beaubien Road.

Conductor—EDOUARD COTÉ.

Appropriation	-	-	-	\$500 00
Amount disbursed	-	-	-	500 00

This road begins in the second concession of St. Thomas and is to end at the Taché

Road. It is open as far as the Ruisseau Ferré in Ashburton, but is completed as far only as the 8th concession.

Mr. Coté has this year completed 21½ arpents of road. About eight miles more still remain to be made, in order to connect with the Taché Road.

This road will be of great advantage to colonization, and will give means of exit to a great number of settlers who are already residing in the Townships in the rear of St. Thomas.

The townships of Patton and Montminy, which are crossed by the Taché Road, are well adapted to colonization, with the exception of the lower part which is stony. In the rear, in the townships of Talon, Rolette, and Panet, immense tracts of fine land well fitted for colonization are found stretching away to the Province line.

COUNTY OF BELLECHASE.

Armagh Road.

Conductor—PIERRE DAGNEAULT.

Appropriation	-	-	-	-	-	-	\$200 00
Amount disbursed	-	-	-	-	-	-	300 00

This road is now open and practicable for wheeled vehicles to a distance of seven miles and two arpents.

The soil along this road is a yellow loam of good quality, but stony; the adjacent land is very much the same.

This road will serve as an outlet for the settlers in Armagh and Mailloux, and will be very useful to those who are on their way to settle on the Taché road.

Taché Road.

(Bellechase Section.)

Conductor—ELIE AUDET.

With the sum of \$148 22, a balance remaining in his hands from the preceding year, Mr. Audet has, in 1861, completed 14 arpents and three perches of this road; part of this distance passing over the side of a steep hill, it has been necessary to make an excavation of from one to three feet.

This section of the Taché road is now completed to a distance of 20 miles, and has cost about \$300 a mile. Mr. Audet says that further on the expense will not be so great.

Fortier Road.

Conductor—ELIE AUDET.

This road, which is about 24 miles long, begins at the Taché road, passes through Mailloux, Roux, Bellechase and Daahuam, and ends at the Province Line.

This road was opened as a winter road in the autumn of 1860.

In 1861 Mr. Audet, with the balance of \$203 80 which he had in hand, has repaired the injury done to the Fourche du Pin bridge, and has besides completed 15 arpents of road. A mile and a-half of this road can now be travelled in summer vehicles.

According to Mr. Audet, the first nine miles of the road, as far as the other side of the mountains, will cost \$700 a mile, but the remainder of the road will be much less expensive.

Seven bridges, having a total length of 26 feet, have been built, besides eight arpents of crossway and brush work, which have cost \$75.

The value of property has increased by an-eighth annually for the last five years. The harvest was generally good.

This is what Mr. Audet says in his report.

"The work of settlement has been begun beyond the mountains; six or seven brave settlers have made a small clearing which they sowed last spring. More than 100 others would be at work, if the road, which will at some future day lead thither, were now open and passable."

COUNTY OF DORCHESTER.

Etchemin Road.

Conductor—REV. L. ROUSSEAU.

Appropriation	-	-	-	-	-	-	\$1200 00
Amount disbursed	-	-	-	-	-	-	1200 00

This road begins at the northern angle of Cranbourne, and should as it is laid out, cross the Townships of Cranbourne, Watford, and Metgermette, and end in the Kenebec road, a distance in all of about 30 miles.

Seven miles of this road have been opened and completed this year.

A bridge has been built over the Rivière à la Fleur, 95 feet long and 12 feet high, at an expense of \$107 (\$200 were demanded for the building of it by contract).

Fourteen other small bridges, having a total length of 126 feet, have also been built. Besides this, all the wood necessary for the erection of a bridge over the river Etchemin has been cut, squared, and brought to the spot.

Mr. Rousseau has also laid 7½ arpents of crossway, five arpents of which have been covered with earth; he has also had five miles of ditching dug.

The cost of each completed mile, exclusive of the bridge over the Rivière à la Fleur, has been about \$143.

"The land through which this road runs," says Mr. Rousseau in his excellent report, "is of good quality, especially that part lying between the Rivière à la Fleur and the Etchemin River. All the lots, except five or six, have been taken as far as the Etchemin river, and on many of them clearing has already been commenced. Two families have been living there for several weeks.

"There are many water powers in the vicinity of this road, especially on the Rivière à la Fleur.

"This road will certainly be of great advantage to colonization, by facilitating access to the townships of Watford and Metgermette, where there is very good land, which cannot, however, be reached by the settlers until the road is opened.

"Colonization advances with tolerable rapidity in our neighborhood. As fast as the roads are opened, land is taken and cleared. Since last year the population of St. Malachie and Standon has received an increase of twenty families.

"During the last four years the value of landed property has certainly tripled."

Buckland and Stanton Road.

Conductor—REV. L. ROUSSEAU.

Amount appropriated	-	-	-	-	-	\$100 00
Amount paid	-	-	-	-	-	100 00

This road starts from the line between Frampton and Buckland, and following the line between Buckland and Standon, crosses the 2nd, 3rd and 4th ranges of Buckland. It will, at a future period, be extended as far as the road leading to the township of Mailoux, and will open a communication with the Taché road.

This road is parallel to the road opened last year between lots 23 and 24, 2nd range of Buckland.

This year there has been opened and completed 18 arpents of roadway fit for summer vehicles.

Mr. Rousseau says that the lands in the vicinity of this road, though stony, are of good quality, and that they have been conceded as far as the 4th range of Buckland.

Ste. Claire and St. Malachie Road.

Conductor—F. ROULEAU.

Amount appropriated	-	-	-	-	-	\$400 00
Amount paid	-	-	-	-	-	100 00

This sum has been expended in improving and repairing about 24 arpents of the road.

Mr. Ronlean succeeded in obtaining 80 day's statute labor, from the parties on whose land the work has been done.

I give below Mr. Ronlean's report, which will give a better idea of the character of the work which has been done. This report is dated the 13th of September last, and is therefore incomplete, as the works have been carried on on the road since that period; but inasmuch as it is the only one which has reached this office, I am unable to furnish details respecting the work done since the above date.

"1st. At Camille Morin's, widening the road ten feet for the length of two arpents; excavation of an average depth of two feet; soil sandy and stony.

"2nd. In front of the church, yellow earth broken up by the frost, and almost impassable after heavy rains. Macadamised a length of 13 arpents 16 feet wide, with a layer of stone from 12 to 6 inches in depth, covered with sand; a bridge 12 feet by 21, with an elevation of two feet, wood with stone abutments.

"3rd. Cinq Mars' hill, a cut of three feet in depth and one arpent in length—soil stony in the vicinity of the bridge across Ruisseau des Aunets—a layer of stone about two feet in depth for a length of one-eighth of an arpent, covered with earth—Cinq Mars road repaired. A great deal of blasting had to be done for a distance of about one arpent.

"4th. At Joseph Richard's, widening the road six feet, excavation three feet in depth, length one and a-half arpent.

"5th. At Louis Conture's and Forrest's, an embankment; land swampy for two and a-half arpents. At the widow Lamontagne's, widened the road six feet; one half arpent of excavation two and a-half feet in depth, cut down a hill three feet for a distance of half an arpent; soil sandy. Embankment at Roy's, one arpent.

"7th. At Marcoux's, two hills cut down six feet; land stony for two arpents.

"8th. At Hébert's, two hills cut down five feet one and a-quarter arpent; bridge repaired and finished with stone."

Grande Ligne de Ste. Marguerite.

Conductor—REV. ET. HALLÉ.

Amount appropriated	-	-	-	-	-	\$350 00
Amount paid	-	-	-	-	-	350 00

I regret to state that the Rev. Mr. Hallé has been prevented by a long illness from making his report on the works which he has had done upon this road. I have, however, received an assurance that he will furnish the fullest information as soon as the state of his health shall permit.

Cranbourne Central Road.

Conductor—P. CASSIDY.

Amount appropriated	-	-	-	-	-	\$150 00
Amount paid	-	-	-	-	-	150 00

This road, which is about eight miles in length, commences at the north line of the township of Cranbourne, runs in a southerly direction between lots 14 and 15 of that township, and is to terminate at the Etchemin road. From the 1st to the 8th range, it is passable for summer vehicles; from the 8th to the 10th range, it is fit only for winter travel.

This year's operations consisted of repairs and improvements effected on the unfinished part, for a length of about 21 arpents. The length of roadway now passable for summer vehicles is five miles.

A bridge 105 feet in length has been built at a cost of \$59 15. There is another required between the 7th and 8th ranges.

The following interesting information is taken from Mr. Cassidy's report :—

"The soil is good; timber of fine growth, consisting of maple, birch, beech, basswood, spruce of excellent quality, and balsam. The swamps afford cedar, tamarac and pine.

"Colonization is greatly promoted by the opening of these roads. For instance in the next township to Frampton, two years ago, a certain amount was expended upon the principal road, connecting with the Cranbourne road, and the consequence is that there is not a single lot vacant for a distance of ten miles. This is conclusive in favor of colonization roads; and there is every ground to hope that like happy results will be attained when the Cranbourne roads shall have been opened as far as the Kenebec road. All the lands along the line of road have been taken up. A great many settlers, chiefly French Canadians, have been here, trying to obtain lots, but not being able to find any vacant in the vicinity of the road, they have returned home. In the neighboring townships, all the lands upon the line of road opened by Government have been occupied; I am safe in asserting, that all that is required in order to retain the surplus population of the old parishes, is to place the wild lands of the Crown within their reach, by opening good roads.

"Along the water courses, the pine and tamarac have been cut down. The timber in Cranbourne, and more particularly along the projected roads, is magnificent.

"The crops have been good, and but little harm done by the fly. The potatoe crop has been, as a general rule, abundant; and I have noticed that the inhabitants of the old settlement of St. Joseph, purchase annually several thousand bushels of potatoes from the people of Cranbourne, a new settlement.

"A Catholic church has been built in Cranbourne.

"The advance in the value of land has been very great in Cranbourne. To give an instance, I will mention an incident dating from the settlement of the township.

"In 1832 the government gave pensioners the option of commuting. Large numbers availed themselves of the offer, came to Canada and obtained grants of land. Several hundred families proceeded to Cranbourne; but out of the number, only some twenty families settled there. And for what reason? Want of roads.

"Some of these gave away their lands as valueless; others sold them for a mere trifle, and in fact, in some instances, they were given for a glass of liquor.

"When I made the census last winter, some of the lots were valued as high as \$1,350—the price at which they had changed hands.

"The best means, in my opinion, to promote the prosperity of the country, is to render the wild lands accessible to the rising generation. The wealth of a country consists in her population, and not in her wild lands.

"Our young men were in the habit of going to the United States to work, and in many cases to settle, simply because they could not get access to the vacant lands of the Crown, for want of roads. Thus, not only was their labor lost, but their morals were injured, and in many cases they lost every sentiment of religion and imbibed a distaste for the simple but virtuous habits of their fathers.

"I would therefore say to the Government, open up your wild lands to the youth of Canada, and remove them from the demoralizing influence and infidel tendencies of the neighboring republic; preserve them in the religion of their forefathers, and you will have a contented, peaceful and virtuous people; you will have your subjects attached to you by those links of loyalty and allegiance which never fail to animate a people when the government exhibits a proper sense of its mission by affording them protection and fostering their interests.

"Emigrants from Europe must also be cared for; there is room for all. The sturdy Irishman should be encouraged to settle in Canada. Tell him that he can hold land here without danger of being ejected for non-payment of rent; tell him to avoid the American cities, where his people are but the hewers of wood and drawers of water; tell him that there his religion is an object of ridicule, while in Canada the Cross is held in veneration; and that here he will be secure of all his rights and privileges."

There are a great many water powers in this Township.

Mr. Cassidy estimates that it will take \$700 to complete the road already opened be-

tween the 7th and 8th ranges, and \$1000 more to open and complete the central road from the 8th to the 14th range, a distance of five miles.

These roads have been verbalized.

* * * * *

Mr. Hector L. Langevin, M. P. P. has forwarded to this office an extremely interesting report relative to the result of the works carried out in 1861, on the colonization roads in the County of Dorchester. That gentleman will, I trust, pardon me for giving an extract from his Report. His judicious remarks, and the valuable information he affords, cannot fail to receive attention from every friend of colonization:—

"You remember that I had obtained from the Hon. Mr. Vankoughnet an order for tracing out and opening a main colonization road, the Etchemin Road, within the County of Dorchester, commencing at the north-east angle of the Township of Cranbourne, crossing that Township to connect with the road from St. Edouard de Frampton, thence through the townships of Watford and Metgermette, and terminating at the Kennebec Road, in the County of Beauce. Last year we had to be satisfied with tracing out five miles of the road, but this year besides the tracing of ten miles more, the road itself, bridges included, has been opened from the old settlement of St. Malachie de Frampton to Isle aux Ormes, making five miles of good roadway, 20 feet in width. Although the land on the first part of the road is not so good as elsewhere, nevertheless 15 or 16 lots had already been taken up when the work was commenced, so eager are the youth of my county to settle near their parents and to avail themselves of the advantages afforded by the colonization roads. I may add that the Government, with a just appreciation of its mission, has liberally given as free grants the lots on this important road, thus ensuring its speedy settlement, and the influx of a numerous population into this vast and beautiful tract of country.

"In order to facilitate the settlement of these lands, it became necessary to give access to the Townships by the road from St. Clair to Frampton, which was not passable for full loads. The work has cost the Government but \$400, but it facilitates the establishment of a great many young settlers, whom the bad roads would have disheartened completely.

"On the other hand, as it was important that any of the youth of the old parishes of Beauce who wished to avail of the advantages afforded in the County of Dorchester, should be enabled to reach it without difficulty, the Government, at my request, has had the road called "La grande ligne de Ste. Marguerite" extended. By this means the south-west portions of Frampton and of Cranbourne are opened up for colonization, and the other portions will be reached by means of two roads parallel to the latter, and which will cross the central road of St. Edouard and Cranbourne. With a view in like manner to reach these two roads, and in order to give free access to the wild lands through Ste. Marguerite and St. Edouard, as well as through St. Claire and St. Malachie, the Government has expended, at my suggestion, a sum of money on the central road of Cranbourne.

"All these road works have been completed for the moderate sum of \$2100—a great return for a small outlay. I trust, however, that the grant for the next few years will be larger, and that instead of taking 10 years to open our main roads, we shall be enabled to hand them over to the settlers within five years or less.

"I may add that last year I had obtained from the Government a survey of the Township of Daaquam, which is situated in the County of Bellechasse, and bounded on the south by the river St. Jean, north by the river Daaquam, east by the Township of Panet, and west by the Township of Langevin (in Dorchester). The result justified my anticipations. The lands are splendid. This year the Government have granted me a survey of the Township of Langevin, and from what the surveyor tells me, the lands are equal to those in Daaquam. Here there is a tract extensive enough for the establishment of three large parishes, and with land as good as the best in the District of Quebec.

"The price is but 30 cents per acre, and it is accessible by way of St. Gervais and the Fortier Road. I trust it will be accessible next year by a branch road to connect with the Etchemin road in Cranbourne or Watford, and also by way of Standon and Ware, in the County of Dorchester.

"To sum up, the tract of wild lands, including the townships of Cranbourne, Watford, Metgermette, Ware, Langevin and Daaquam, is now, or will be next year, accessible by the following routes:—

- "1st. Ste. Claire and St. Malachie de Frampton.
 "2nd. Ste. Marguerite and St. Edouard de Frampton.
 "3rd. Ste. Marie, or St. Joseph and St. Edouard de Frampton.
 "4th. St. Joseph, or St. François de Cranbourne.
 "5th. St. George, or Linière and Watford.
 "6th. St. Gervais and the Fortier road in Bellechase.
 "The 1st, 2nd and 6th of these roads are open ; the other three will be opened within a year.

"The three latter, namely, Nos. 3, 4, and 5, will run as follows :—

"1st. No. 3 will start from "La Grande Ligne de Ste. Marguerite," between St. Edouard de Frampton and the Seigniories, and crossing Frampton (the two parishes) will terminate at the 9th range.

"2nd. No. 4, starting from "La grande ligne de Ste. Marguerite," between Cranbourne and the Seigniories, will cross Cranbourne, passing in front of the lot selected for the site of a new church, and terminate at the great Etchemin road already referred to.

"3rd. No. 5, starting from "La grand ligne de Ste. Marguerite," between Watford and the Seigniories, passing through Watford and crossing the Etchemin road therein, will terminate in the Township of Langevin, where it will connect with a new road (which I purpose applying to the Government for) to cross Ware and Standon.

"These roads are a matter of absolute necessity, and in view of the ever-increasing requirements of colonization, I am persuaded the Government will ask for a larger appropriation this year, in behalf of this great work. If persuasion were needed, I could further state that I am informed by the Rev. Mr. Rousseau, curé of St. Malachie de Frampton, that all the lots throughout the greater part of the five miles of the Etchemin road opened this year, have been taken up, and clearing has been commenced thereupon. Moreover, several farmers intend to occupy new lots on that part of the road which has been merely traced out, under the conviction that the Government will treat them with the same liberality as the others."

COUNTY OF BEAUCE.

Dorset Road.

Conductor—LOUIS LABRECQUE.

Amount appropriated in 1860	-	-	-	-	\$300 00
"	"	1861	-	-	217 69
					517 69
Amount paid	-	-	-	-	517 69

This road starts from the Lambton road in Forsyth, and connects with the road opened by Dr. Douglas in Dorset.

Four and a-quarter miles of the road have been opened, of which one mile is completed. Two bridges, forming a united length of 50 feet, have been constructed, at a cost of \$50, and a certain extent of roadway made with brush.

The mile completed cost \$300. The land along the first part of the road is good but stony, and covered with mixed timber. But in the neighborhood of Dorset, the land is infinitely better and timbered with maple.

This road will facilitate the settlement of Dorset, a very fine Township.

There are two water-powers, upon one of which a saw-mill has been built.

A number of settlers have located themselves along the road, and the value of property has doubled within a few years.

Mr. Labrecque estimates that it would require \$700 to complete this road.

Gayhurst Road.

Conductor—ROMAIN DALLAIDE.

Amount appropriated	-	-	-	-	\$800 00
Amount paid	-	-	-	-	800 00

This road is ten miles in length; it starts from the division line between the townships of Aylmer and Gayhurst, and terminates at the Chaudière river. It has been opened as a winter road throughout.

Six bridges, forming in all 225 feet of roadway, have been opened at a cost of \$100.

"The road," says Mr. Dallaire, "follows the course of a small stream, the timber along the line being chiefly soft wood; however, the lands are of good quality, and at a short distance from the road begins the hardwood, with which the township is almost entirely covered.

"On the little river which skirts the road, there are numerous mill sites.

"It will, I think, take \$3,000 to finish the road.

"A few settlers have already made clearings, and a great many others are awaiting the appointment of an agent, in order to take up lots; and I feel sure that all the lands will be taken so soon as the agent shall have received his instructions."

COUNTY OF MEGANTIC.

Grosse Isle and Eighth Range Roads.

Conductor—IGNACE ROBERGE.

Amount appropriated	-	-	-	-	-	\$300 00
Amount paid	-	-	-	-	-	200 00
						100 00
Balance remaining	-	-	-	-	-	100 00

Out of the \$200 advanced to Mr. Roberge, he expended \$52 32 in improving the Grosse Isle road, and \$99 93 for similar work on the Eighth Range road, leading to the railroad depot. Both these roads are within the parish of Ste. Julie de Somerset.

The Eighth Range road runs in great part through a low tract of land, so that extensive works must be carried out in order to render it fit for summer travel.

It has been suggested that the balance remaining in the hands of the conductor should be expended in bridging the River Noire, which crosses the latter road.

As Mr. Roberge has sent in no report, it is out of my power to furnish details with reference to the amount of work done.

COUNTY OF NICOLET.

Missouri Road.

Conductor—ALEXIS DESFOSSÉS.

Amount appropriated, 1860	-	-	-	-	\$100 00
" paid in 1861	-	-	-	-	100 00

This road commences at the Missouri concession, in the parish of St. Grégoire, and ends at range St. Michel, in the township of Aston, parish of St. Célestin.

With the above sum two miles and 19 arpents have been opened as a winter road, with a breadth of 13 feet, 37 arpents being between the fiefs Bruyère and Roctaillede, and 38 arpents within the Township of Aston.

Several small bridges have been made, and half an arpent of crossway.

From the concession of St. Michel, in the first range of Aston, the road is open as far as St. Christophe, and is passable for wheeled vehicles, though not completed at all points.

The soil along the road is good, and it leads to lands of the very best quality.

Mr. Desfossés states that within the last few years, more than two hundred persons have settled in Aston, and that if the road were finished, the number would be more than doubled within a couple of years.

A fresh appropriation of \$800 would be required for the completion of this road.

COUNTY OF DRUMMOND.

Road from St. Guillaume to St. Bonaventure.

Conductor—J. T. PELLETIER.

Balance of appropriation of 1861	-	-	-	\$170 00
Amount paid	-	-	-	30 00
Balance remaining	-	-	-	\$140 00

In 1861 Mr. Pelletier gave out by contract the making of five arpents of crossway, at the rate of \$12 per arpent.

These works were executed to his entire satisfaction by Mr. François Lemoine, and he has made a contract with the same party for the completion of six additional arpents of crossway, for the sum of \$72.

These works will be carried out next year.

Road in rear of Kingsey.

Conductor—P. WHITNEY.

Balance of appropriation of 1860	-	-	-	\$200 00
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This road intersects, as a front road, lots 21, 22, 23 and 24 of the sixth range of Kingsey; then as a line road, it passes through the sixth, seventh and eighth ranges, in part between lots 21 and 26 of the sixth range, and over lot 19 of the seventh range, and for a short distance on the ninth range.

It has been opened for an extent of two miles and one-third, this year, of which two and a-quarter miles are passable for wheeled vehicles, but not completed.

The lands in the vicinity are good, and covered with mixed timber. They are admirably adapted to colonization.

There is a splendid water power at the central point of this road.

It would cost \$500 to complete the portion which has been verbalized.

Durham and North Ely Road.

Conductor—ASA LEIGHTON.

Balance of appropriation of 1860	-	-	-	\$88 14
Amount paid in 1861	-	-	-	88 14

With the above balance, Mr. Leighton brushed and diked an extent of nine arpents of roadway which was previously all but impassable, from the point at which he had discontinued his work the previous year, as far as the Hughes road.

He also cut down a considerable hill at a cost of six days' work, and made an outlet at a spot where the road had been flooded by a rivulet.

Finally, he removed stones which obstructed the road, and made dikes on each side, from the railway station to the Hughes road, an extent of about six arpents.

The road is now open and completed, from the station to the front line of Durham, where it meets the main road from Melbourne to Drummondville.

Road from Wickham to the Acton Depot.

Conductor—THOMAS BRADY.

Balance of appropriation of 1860	-	-	-	\$138 50
Amount paid	-	-	-	138 50

There has been completed this year one mile of this road, previously opened, on the 10th range of Wickham, with a ditch on one side five feet in width and six in depth. The two remaining miles, on the 11th and 12th ranges, are passable for winter vehicles.

The adjoining lands are adapted to settlement, and are being rapidly cleared up. Iron ore is found along the line of road; and it is only five miles distant from the Wickham copper mines, which are unsurpassed for richness by any other in the country. The ditch above referred to will, when finished, be three miles in length. It will cross the Wickham swamp, which, when drained, will afford an immense tract of land fit for cultivation.

Mr. Brady thinks it will cost \$600 to finish the two miles yet to be made.

COUNTY OF WOLFE.

Wotton and Wolfestown Road.

Conductor—J. T. LEBEL.

Amount appropriated in 1860	- - - - -	\$600 00
" paid " 1861	- - - - -	600 00

This road commences at the main road in Wotton, crosses the Township of Ham between the fifth and sixth ranges, and will terminate in the Gosford road, in the Township of Wolfestown.

Mr. Lebel began his work at the Pacaud road in Ham, in the direction of Wotton, and opened as a winter road an extent of three miles and 10 arpents, with a width of 24 feet.

The following is an extract from Mr. Lebel's Report:—

"The land crossed by this road is, generally speaking, high and fit for cultivation; the same may be said of the adjacent lands.

"This road presents many advantages for colonization, and will afford great facilities to a large number of persons, and enable them to settle upon the vast number of vacant lots still remaining in the Townships of Ham, Wotton and Wolfestown."

"There are numerous water-powers on the river Nicolet and its tributaries, which will be available for the future requirements of these localities. * * *

* * * Colonization has made immense strides in the county within the last five years, and I can assert without exaggeration that the population is now double what it was five years ago."

Mr. Lebel thinks this road will cost \$600 per mile.

Weedon and Lingwick Road.

Conductor—CHAS. TANGUAY.

Amount appropriated	- - - - -	\$300 00
" paid	- - - - -	300 00

One mile and a half of this roadway has been completed this year. This road is four miles in length, and is now practicable for summer vehicles throughout; but improvements are required at different points, amounting to a quarter of a mile.

Several small bridges have been made and two crossways, measuring 500 feet, at a cost of \$41. Mr. Tanguay has also brushed and covered with earth one mile of roadway.

The soil along the road consists in some places of black earth over blue clay, and in others of grey earth and sand. The timber consists of tamarack, cedar, maple and birch.

When the bridge over the river St. Francis shall have been built, the road will be of great benefit to parties desirous of settling on the vast tract of splendid lands through which it passes.

By means of its junction with the St. François road in Lingwick, it affords a direct route for parties desirous of settling on the shores of that noble sheet of water, Lake Mégantic.

There is a magnificent water-power on this road.

According to Mr. Tanguay, the population of Weedon has doubled within the last six years.

COUNTIES OF WOLFE AND RICHMOND.

Windsor and Wotton Road.

Conductor—REMI BENOIT.

Balance of appropriation of 1859	-	-	-	\$650	00
Amount appropriated in 1861	-	-	-	250	00
				<hr/>	
				\$900	00
Amount paid	-	-	-	300	00
				<hr/>	
Balance remaining	-	-	-	\$600	00

This road, which had been previously opened, has been so far improved this year as to be practicable for summer vehicles for an extent of four miles.

In order to give an idea of the works carried on under the intelligent superintendence of Mr. Benoit, I deem it right to quote the following passages extracted from his report :

"Commencing at the tenth range, I have had the road opened as far as the third range, with a width of about twenty five feet, and in several places I had ditches made on one side of the road, in order to facilitate the drainage; I laid fascines at the ends of certain old crossways previously made, and had the whole covered with earth. In the third concession the road crosses an elevated tract of very fine land, with the exception of a few spots which I had crosswayed, amounting together to two and a half arpents; on the high ground he made the road from 15 to 18 feet in width, simply removing the stumps and roots, and levelling the road to that width. As far as the middle of the fourth concession, the soil is dry and well adapted to the construction of a good road, and our operations were conducted in the same way as in the third concession; at the beginning of the fourth concession, we were obliged to leave the original tracing of the road and follow the line described in the *procès-verbal*, and we were thus compelled to make six arpents of new roadway, on three of which the timber was standing and on the other three the stumps. On the last three arpents we had to make a small bridge, about 18 feet in width, across a little stream. On the other half of this concession we repaired the bad parts of the road as well as possible, so as to render it practicable. I had a crossway of about one-half of an arpent in length made on this section, at a point where vehicles were compelled to leave the road and make a great round in order to pass; here properly speaking, towards the middle of the fourth concession, begins the swamp section, extending as far as the middle of the fifth concession, being about a mile in length; here we did nothing but pull up the stumps and roots over a width varying from fifteen to twenty feet; and in my opinion there was nothing to be done in this place for the present, beyond preparing the ground for the crossway which will have to be laid, if a good road is to be made here. In the other half of the fifth concession the road had been opened to nearly its full width as far as the sixth concession; the stumps and roots have been all removed and the ground has been levelled to a width of from fifteen to eighteen feet.

"If the rain had not injured our works of this summer and last autumn, we should have the pleasure of seeing the Windsor and Wotton road in a tolerably fit condition to be travelled in summer vehicles throughout its entire length; as it is, it is certainly passable, but in a state requiring great repairs, especially that part which is situated in the township of Wotton, and at which we worked last autumn. There will be an excellent winter road throughout the whole extent of this road. The united length of the various pieces of crossway, made by me upon the four miles of road at which I have worked this summer, is from three and a half to four arpents; these have cost about ten dollars an arpent, and if it is the intention of the Government to have the swamp above mentioned crosswayed, the expense entailed by this work must not be estimated at less than eight or ten dollars an arpent.

"The advantages conferred upon colonization by the completion of the Windsor and Wotton road would be very great, for in such a case, all those who come here with a view of settling, would not return discouraged at the appearance of our roads in some places, and the total lack of them in others, and it would, moreover, facilitate the settlement of new roads, where the new settlers establish themselves, and where above all there is excel-

lent land to be cleared, that is to say the tract to the south of the Windsor and Wotton road.

"I have great pleasure in recording the arrival, since the month of December last, of twenty-four new families who have come to settle in our Township, and of whom three-fourths have taken up their residence in the vicinity of the Windsor and Wotton road. During the past summer I had also the pleasure of seeing several Canadian families, who had returned from the United States, take up their abode in the midst of us.

"The colonization of our fine townships has at length taken a start, and in a few years we shall see large and fine parishes spring up in the midst of our forests. I sincerely regret that it is not in my power to say that all who came to visit our Township, settled here; were such the case, instead of twenty-four families, I should have had to say that fifty had settled in our neighborhood during the eleven preceding months alone.

"I am told by credible persons that all the adjacent townships are being settled to a great extent around the roads opened by the Government.

"The value of landed property has tripled within a few years only; it is in this proportion that the municipal assessments were made in our township, and nearly the same rule obtains in the adjacent townships."

Although this road, fifteen miles in length, is now practicable throughout nearly its whole length, Mr. Benoit thinks that not less than \$100 will be required to complete it, not including the swamp, which he says will cost double that amount.

This road is verbalized.

COUNTY OF RICHMOND.

New Road in Westbury.

Conductor—FRANCIS LOOMIS.

Appropriation - - - - -	\$500 00
Amount disbursed - - - - -	500 00

This road takes its departure from Sherbrooke, passes through Westbury and ends at Dudswell. The proposed length of this road is 11½ miles, viz.: five miles in Ascot and 6½ in Westbury.

The extent opened this year is 3½ miles, two of which may be travelled in wheeled vehicles; the remainder can only be used for winter vehicles; this part of the road is in the township of Ascot.

Several small bridges have been built, and half a mile of road has been laid with brush.

The soil in the vicinity of this road is good and adapted for agricultural purposes. The wood is of good quality and of various kinds.

This road leads to Stoke, Westbury, Dudswell, Weedon and Ham, where much excellent land is found; and it is a matter of the greatest importance that this road should be completed at the earliest possible period. It is also the most direct means of communication between these townships and the railway.

In Westbury, on the river St. Francis and its tributaries, there are some excellent water-powers, which cannot be made available on account of the want of roads.

In Westbury and Dudswell are found limestone and fine quarries of marble, which cannot be worked for the same reason.

Mr. Loomis estimates that a sum of \$3,500 will be required to complete this road.

Melbourne Road.

Conductor—LOUIS DESAULNIERS.

Appropriation - - - - -	\$300 00
Amount disbursed - - - - -	300 00

This road begins at lot No. 19 in the 6th range of Melbourne, and ends at the line of the Gore of Brompton.

Three and a-half miles of this road have been opened, only half a mile of which has been completed; the remainder can be travelled only in winter vehicles. The completed part has cost about \$200 a mile.

A bridge, 50 feet in length, has been erected at an expense of \$30.

The land along the road is of good quality and adapted for agricultural settlements. The wood is mixed.

In the vicinity there is a water-power upon which a mill has been built.

A sum of \$900 or \$1,000 will be required to complete this road.

It is verbalized.

COUNTY OF COMPTON.

Hereford and Auckland Road.

Contractor—F. B. McNAMEE.

Amount paid out of the sum appropriated for the Eastern Townships, \$2,587 25.

This road begins at the Connecticut River road in the 6th range of Hereford, runs to the north across the Gore of that township, and is traced as far as the 6th range of Auckland, between ranges A. and B.

Eleven miles of this road were given out by contract to Mr. F. B. McNamee, at the rate of \$488 a mile; of this distance $2\frac{1}{2}$ miles are completed.

Two bridges have been built over Hall's Creek, each of which is 35 feet in length. Six arpents of causeway have likewise been made.

The road is only open as far as lot No. 18 in the Gore of Hereford, and yet the settlers have gone through the forest as far as lot No. 23 in the range B. of Auckland.

In order to go from Coaticook to the Hereford and Auckland road, it is necessary to travel a distance of 25 miles, over a road which is for the most part in a very bad state, and to cross the Province Line twice.

It is therefore a matter of urgent necessity that the opening of the road, already commenced between the 8th and 9th ranges of Hereford, should be proceeded with so as to connect with the Hereford and Auckland road.

Speaking of the road between the 8th and 9th ranges of Hereford, the following are the remarks of the Rev. Mr. J. B. Champeaux, that zealous friend of colonization, contained in a letter addressed to me by him on the 26th January last:—

"It will be seen that there are still sixteen miles of road to be made in this direction in order to reach those of our settlers whose residences are the deepest in the forest. Last spring I asked for the Hereford and Auckland road, so that the land on each side of that road might be taken, and its success has been very great. But now I humbly and earnestly ask for the 16 miles of road to the 6th range of Auckland, and moreover a road from the 6th range of Auckland in the direction of Lake Megantic, passing over the 6th, 7th, 8th, 9th, 10th and 11th ranges of Auckland, and from thence through Ditton, Chesham and Clinton, to end in Marston.

"If the Government will be pleased to have this road opened, I will undertake that the land shall throughout be taken several miles in advance of the workmen making it. If this road is not made next spring, it is futile to talk of colonization in that part of the country. It would be injurious to the cause of colonization to send our unfortunate countrymen to languish in the depths of the forest, without means of communication with the outer world.

"On the road which I shall designate as the Megantic road, there is about six or seven miles from Coaticook to the south of the above mentioned road, a church site, laid out on the property of a Mr. Gagnon. Quite close to this place there is a copper mine which would seem to promise much. About 16 miles from Coaticook, on No. 1 in the 9th range of Hereford, there is on the aforesaid lot No. 1, the property of the Reverend Messire Eusébe Durocher, Curé of Belœil, who takes great interest in the settlement of these townships, another church site marked by a cross in the middle of a small cemetery; and just opposite, on lot 11 of the Gore of Hereford, there are several houses, which were built last year, and also a saw-mill belonging to Flavien Paquette & Co. This place, which is

one of great promise, is known by the name of Paquetteville. A store is in course of erection.

"About eight miles further on to the north, between ranges A. and B. of Auckland, where Messire Thomas Dagenais, curé of St. Edouard, and J. O. Bureau, M. P. P., have property, a church site will be laid out next spring in a place called Bureauville."

During 1861 about 254 lots were bought by the settlers.

Hampden and Ditton Road.

Contractor—F. B. McNAMEE.

This road begins at the Victoria road in Bury, crosses the 3rd, 2nd and 1st ranges of Hampden, and is traced as far as the line between the 1st and 2nd ranges of Ditton, a distance of five miles.

I am told that the land along the road as traced is good, and that in the rear excellent. Five miles of this road were given out by contract last autumn to Mr. F. B. McNamee for the sum of \$510 a mile; but as the season was far advanced, the commencement of the work was put off till the coming spring.

COUNTY OF BROME.

Sutton Valley Road.

Conductor—HENRY BRIGHT

Appropriation - - - - -	\$600 00
Amount disbursed - - - - -	600 00

This road begins at Sutton Flat in the township of Sutton, and ends at Brome, a distance of 6½ miles.

The whole of this distance has been opened this year as a winter road.

Twelve arpents of this road have been laid with brush; this work has cost \$120.

The road runs between two rows of hills and over land generally adapted to cultivation, and it will, when completed, afford easy communication between Richeford, in the State of Vermont, and the townships of Sutton and Brome.

This part of the country abounds in water-powers; limestone and mines of iron and copper are found in Brome and Sutton.

For some years past, the settlement of the County of Brome has been going on gradually, but since the beginning of the war in the United States, many families have crossed the Province Line to take up their residence there. There is still a great deal of vacant land in the County.

Mr. Bright estimates that a sum of \$800 will be required to complete this road.

Potton and Sutton Road.

Conductor—Rev. A. B. DUFRESNE.

Appropriation of 1859 - - - - -	\$250 00
Amount disbursed in 1861 - - - - -	250 00

This road, which is the only means of communication between Potton and Sutton passes between the 7th and 8th ranges of those Townships from lot No. 19 to lot No. 28.

On account of the cireuits which it will be necessary to make in order to avoid some great hills, the road will be four and a-half miles in length.

As Mr. Dufresne has not transmitted any report to this office, I cannot give any details as to the amount of work which has been done upon this road.

LIST of Colonization Roads made and in course of being made, as well as roads repaired under the direction of the Inspector of Agencies, from 1854 to 1861 inclusive :—

COUNTY OF CHICOUTIMI.—Kinogami road, Sydenham road, Price road, Faffard road, Anse St. Jean road, Beau Portage and River du Sable road.

COUNTIES OF CHARLEVOIX AND SAGUENAY.—St. Urbain and Grand Baie road.

COUNTY OF SAGUENAY.—Tadousac and Bergeronnes road.

COUNTIES OF SAGUENAY AND CHARLEVOIX.—Black River and Saguenay road.

COUNTY OF CHARLEVOIX.—Ste. Agnes road, Settrington and De Sales road.

COUNTY OF MONTMORENCY.—St. Ferréol road, Laval road, Cauchon road.

COUNTY OF QUEBEC.—Stoneham and Tewkesbury road, Belair road, Valcartier road.

COUNTY OF PORTNEUF.—Rocmont road, Gosford and St. Gabriel road, Colbert road, Alton road, River Batiscan road.

COUNTY OF CHAMPLAIN.—Lake Cossette road, St. Tite road, Grandes Piles road, St. Maurice road.

COUNTY OF ST. MAURICE.—Shawenegan road, Caxton road, Hunterstown road.

COUNTIES OF ST. MAURICE AND MASKINONGÉ.—St. Leon Springs road.

COUNTY OF MASKINONGÉ.—St. Didace and Peterborough road, Rivière aux Ecorces road, Massigosh and Mandeville road.

COUNTY OF BERTHIER.—Brandon road.

COUNTIES OF BERTHIER AND JOLIETTE.—Brandon and Joliette road.

COUNTY OF JOLIETTE.—Joliette and Matawin road, Cathcart road (two roads), Kildare road.

COUNTY OF MONTCALM.—Chertsey road, Wexford road, Kilkenny road, Kilkenny and Beauport road.

COUNTY OF TERREBONNE.—Trout Lake road, Round Lake road, Indian Mountain road.

COUNTIES OF TERREBONNE AND ARGENTEUIL.—Morin and Howard road.

COUNTY OF TWO MOUNTAINS.—St. Colombar road.

COUNTY OF ARGENTEUIL.—Chatham and Wentworth road, Daleville and Harrington road, Grenville road, Beavan Rapids road, Montcalm and Arundel road, Howard road, road from North River to Arnot's Mill, Harrington road, Wentworth road, Crooksmill road, West Gore road, Mille Isles road, East Outlet road, Grenville and Amherst road, Chatham and Howard road.

COUNTY OF VAUDREUIL.—Newton and Hawkesbury road.

COUNTY OF OTTAWA.—St. André Avelin road, Ripon and Hartwell road, Buckingham road, Lochaber and Derry road, Derry road, Yempleton road, Wakefield and Portland road, River du Désert road, Eardly and Masham road.

COUNTIES OF OTTAWA AND PONTIAC.—Onslow and Masham road.

COUNTY OF PONTIAC.—Bristol and Thorne road, Calumet and Otter River road, Calumet and Fort William road, Portage du Fort road, Clarendon road, Litchfield and Mansfield road, Waltham road.

COUNTY OF GASPÉ.—Road in the Magdalen Islands, Fox River road, Anse au Griffon road, Grande Gyève road, Anse à la Louise road, White Dog road, Norwegians' road (several roads), Percé road, Pointe au Maquereau road.

COUNTY OF BONAVENTURE.—Maria road (two roads), Mann's Brook road, Pointe à la Garde road, Ristigouche and Matapedia road, Escuminac road, Mann road, Paspebiac road, Centre Street road, Hamilton road, Moreau By-road, Bujol road, New Richmond road, Carleton road, Casepédiac road, east and west, Cap Noir road, Portage road, Glen Settlement road, Pointe à la Batterie road, River du Loup road, Capelin River road, road from Sandy Hill to Cross Point ferry, Malta road, Acadians' road, McCracken road.

COUNTY OF RIMOUSKI.—Kempt road, Matane and Cap Chat road, Sandy Bay road, Mount Commis road, Neigette road, Macpès road, Bic road, St. Fabien road, St. Simou road, Fleurian road.

COUNTY OF TEMISCOUATA.—Bégon road, St. Eloi road, Denouville road, Isle Verte road, Viger road, St. Modeste road.

COUNTY OF KAMOURASKA.—St. Alexandre road, Ste. Hélène road, Pohenegamook road, Woodbridge road, Mont Carmel road, Chapais road.

COUNTY OF L'ISLET.—Arago road, Elgin road.

COUNTY OF MONTMAGNY.—Anse à Giles road, Sirois road, Beauchien road

COUNTY OF BELLECHASSE.—Armagh road, Fortier road, Buckland road.

COUNTIES OF BELLECHASSE, MONTMAGNY, L'ISLET and KAMOURASKA.—Taché road.

COUNTY OF LEVIS.—St. Isidore Road.

COUNTY OF DORCHESTER.—Frampton, Buckland and Ware road, Frampton and St. Claire road, Frampton Main road, Buckland and Standon road, Ste. Marguerite Grand Line road, Ste. Marguerite and St. Edouard road, Cranbourne Central road, Etchemin road Ballyporeen road, road from St. Edouard to Cranbourne.

COUNTY OF BEAUCE.—Lambton road, Shenley road, Dorset road, Gayhurst road.

COUNTY OF LOTBINIÈRE.—St. Croix road, Craig road, Gosford road.

COUNTY OF NICOLET.—Aston and St. Grégoire road, Missouri road, Maddington and Aston road, Aston Grand Line road.

COUNTY OF MEGANTIC.—Glenloyd road, St. Julie (8th range) road, St. Sophie road, Somers and Halifax road, Grosse Isle road, Black River Station road.

COUNTY OF ARTHABASKA.—Maddington road, Aston road, Bulstrode road, Arthabaska and Stanfold road, East and West Chester road, Pacaud road, Ham and Lingwick road, Lingwick and Warwick road, Warwick and Bulstrode road, Arthabaska and Aston road, Craig road.

COUNTY OF WOLFE.—Wotton and Wolfestown road, Gosford road, Megantic road, Weedon and Garthby road, Weedon and Lingwick road.

COUNTY OF DRUMMOND.—Kingsley road, Drummondville and Arthabaska road, Drummondville and Upton Road, St. Guillaume and St. Bonaventure road, Ely and Durham road, road from Durham Station to the Hughes road, Acton and Wickham road.

COUNTY OF RICHMOND.—Windsor and Wotton road, Melbourne road, Westbury (new) road.

COUNTY OF COMPTON.—Megantic road, Otterbrook road, Hereford road, Westbury road, Eastern Townships Main road, St. Francis road, Hereford and Auckland road, Hampden and Ditton road, Otterbrook and Lake Megantic road.

COUNTY OF SHEFFORD.—North Stukely road, Graveline road, Montreal road, Ely and Durham road, Orford road.

COUNTY OF BROME.—Potton road, Bolton road, Potton and Sutton road, Sutton Valley road, Brome road.

List of new roads asked for in the course of the year 1861 :—

COUNTY OF CHICOUTIMI.—A road through the Townships of Bagot, Chicoutimi and Laterrière ; a road along the division line between the 7th and 8th ranges of Chicoutimi and Laterrière.

COUNTY OF SAGUENAY.—Ste. Marguerite road.

COUNTY OF CHARLEVOIX.—A road in De Sales.

COUNTY OF QUEBEC.—A road from Stoneham to lake Beauport.

COUNTY OF PORTNEUF.—A road between the little range and the 4th range of Ste. Catherine de Fossambault.

COUNTY OF CHAMPLAIN.—A road from St. Stanislas (Ste. Anne range) to St. Tite.

COUNTY OF ST. MAURICE.—A road from the great river Machiche road to the St. Etienne road ; a road along the front of the lots in the first range of Shawenegan.

COUNTY OF MASKINONGÉ.—A road on the north east side of the River du Loup running towards Matawin.

COUNTY OF JOLIETTE.—Roads in Cathcart ; roads in Kildare.

COUNTY OF MONTCALM.—Regimbal road in Wexford ; a road from the 6th range of Chertsey across Chilton.

COUNTY OF TWO MOUNTAINS.—A road from St. Patrick hill in St. Columban to the boundary between St. Columban and Mill Isle ; a road from the proposed bridge over the north river, to the St. Remi hill in the parish of St. Scholastique.

COUNTY OF PONTIAC.—A road in Allumette Island ; a road in Calumet Island.

COUNTY OF BONAVENTURE.—Several roads in Hope.

COUNTY OF RIMOUSKI.—A road along the river Mataue; a road from Bic running back to the Taché road in the township of Duquesne.

COUNTY OF BELLECHASSE.—A road from the chapel at Armagh towards Frs. Théberge's mill.

COUNTY OF LÉVIS.—A front road in the Iberville concession, parish of St. Lambert; a front road in the Belvêze concession.

COUNTY OF DORCHESTER.—A road between Buckland and St. Malachie; a road from Frampton to lake Etchemin.

COUNTY OF BEAUCE.—A road beginning at the last settlements on the shores of lake St. Francis, in Lambton, across Adstock and Colrairie as far as the first settlements in Ireland; a road from the Lambton road in Forsyth to Adstock; a road across Aulert Gallion and Shenley.

COUNTY OF NICOLET.—A road between St. Gertrude and Gently.

COUNTY OF MEGANTIC.—A road between the parish of Ste. Sophie and that of St. Ferdinand; a road from Somerset, across Halifax, Ireland, Colrairie and Adstock, as far as the settlements in Lambton.

COUNTY OF DRUMMOND.—A road from St. Guillaume across St. Germain to the rear of Durham.

COUNTY OF ARTHABASKA.—A road in Aston to connect with the Grand Line road; a road to connect the Maddington road with that leading to Three Rivers at or near Bulstrode church; a road from East Chester to Wolfestown.

COUNTY OF WOLFE.—A road from the Gosford road in South Ham to Weedon.

COUNTY OF COMPTON.—A road beginning at Eaton, crossing Newport and Ditton, intersecting the Hampden and Ditton road at that point, and then crossing Chesham and Clinton to the Province line; a continuation of the Hereford and Auckland road so as to connect with the Hampden and Ditton road; a road from the 6th range of Auckland towards lake Megantic, across the 6th, 7th, 8th, 9th, 10th and 11th ranges of Auckland; thence across Ditton, Chesham and Clinton to end in Marston.

(Signed,) **BOUCHER DE LA BRUÈRE,**
In charge of the Colonization Roads of Lower Canada.

OTTAWA AND PONTIAC COLONIZATION ROADS.

CROWN TIMBER OFFICE,
Ottawa, 27th March, 1862.

SIR,—I should have had the honor, at an earlier date, of reporting on the progress of last seasons works on the Colonization Roads in the Counties of Ottawa and Pontiac, entrusted to my charge, had it not been that the unavoidably late commencement of some of the works carried them far into the winter; and that unexpected difficulties in compilation, and other causes beyond my control delayed the preparation of such a map of the country north of the Ottawa, as seemed necessary to shew in a satisfactory manner the Roads forming the subject of report and the surveyed Townships they are designed to lead to, or through which they pass.

The works to be reported upon are of two classes; the works performed under the appropriation of \$10,000 for the Counties of Ottawa and Pontiac for the year 1861, and those done in expenditure of the remaining appropriations of former years.

The works under the appropriations for the year 1861 consist of—

1st. The making of ten miles of the Gatineau and Coulonge road in the township of Low.

2nd. The improvement of the Thorne road, and the making of three miles in continuation of it, leading to the Gatineau and Coulonge road, in the township of Leslie.

3rd. The building and repair of bridges on the Gatineau and Desert Road.

The works under remaining appropriations of former years are—

1st. The opening of the Onslow and Masham road.

2nd. The improvement of the front road in the lower part of Pontiac.

3rd. The opening of the Eardly and Masham road.

4th. Works on the front road in the upper part of the County of Pontiac.

The Gatineau and Coulonge road was originally projected, and traced in the field by Messrs. Bouchette and Ayles, from the Puagan Falls on the river Gatineau, about thirty-six miles above its mouth, to the settlements on the Ottawa at the mouth of the river Coulonge, a distance of forty-nine miles; passing successively through the central part of the township of Low, the front of Caywood, generally along the line between Leslie and Thorne, along the rear of Litchfield and through the south-east corner of Mansfield.

The ten miles of it contracted for, and very nearly completed, extend from the main road on the Gatineau into the last range of the township of Low. It is the most important part of the whole line, not only because it passes through the best land upon it, but also because it gives access to the road line traced northward from the river Pêche in Masham, along the rear ranges of the townships of Low and Aylwin, to the river Pickanock in the township of Wright, which passes through the greatest extent of land generally admitting of settlement that there is in the lower part of the valley of the Gatineau.

The intersection of these two roads therefore forms a point from which settlement roads could most advantageously be opened extending northward, southward and westward, as will be further explained in proposing the works most immediately serviceable for the ensuing season. The greater usefulness in this manner of the first part of the Gatineau and Coulonge road became a reason for making it in a more thorough manner than might be necessary in the case of a less important road.

The part of this road contracted for and nearly completed is done according to the accompanying specification which I prepared, after many years experience, as the best for obtaining a good road economically, as regards labor and expense, where the means available did not admit of a first class earth road being constructed. It is opened 24 feet in width, the roots and stones thoroughly grubbed out of ten feet in breadth of the centre, (practically much wider in all the dimensions), and crowned to the width of sixteen feet with a sufficient rise in the centre; with culverts, ditches and discharging drains, where necessary. The causeways are laid sixteen feet wide, hewn or covered with earth. The bridges are built in the most substantial manner with covering eighteen feet in breadth.

Tenders were received for the work on the 26th day of August, after extensive public advertisements, and it was let to the party making the lowest tender, at the following rates, viz.: causewaying \$3; bridging, from three to seven feet high, \$10 per rod; bridges over seven feet high, one-seventh additional to the foregoing for every additional foot in height; ditching three feet wide by two deep where required, apart from the ordinary water tables, 60 cents per rod; and for all other work taken together, that is, for grubbing, crowning and draining, including side cuttings (not measuring in the bridges and causeways,) \$1 per rod; extra excavation, 20 cents for earth and \$1.10 for rock, per cubic yard.

Of the ten miles contracted for, two and a quarter miles remain to be crowned, with the necessary culverts and a little causewaying; it is all grubbed out except sixteen rods; and there is one bridge 104 feet in length by 12 in greatest height, not yet built, but now in progress.

There are 58½ rods of bridging done, varying from four to fourteen feet in height, including one bridge of 210 feet long by 13½ feet high, another of 117 feet by 10½ feet high, one of 81 feet by 9½ high, and 348 feet in length of substantial wharving in the bed of Stag Creek, solidly filled, and from eight to 10 feet in height. Of causewaying there are 172 rods, and 135 rods of extra ditching; and although there is very little stony or rocky ground, there are many extensive side hill cuttings from three to five feet in depth.

My accounts to 31st December last, exhibit payments to W. A. Richardson, the contractor, for work performed on this road, amounting to \$3,776.08. The further payment to be made for the completing of work under contract (part of which has since been paid) will amount to about \$900 more, to which should be added \$100 for half a mile of work not yet contracted for, desirable to be done. The final cost will be rather low for the value of the work performed.

Considering the generally rugged character of the Gatineau country, it is remarkable that this portion of the Gatineau and Coulonge road, extending nearly to eleven miles from the Gatineau passes through a tract of country nearly altogether arable, and very free from rocks or stones, the soil of the first part of it being generally a clay loam of the richest kind, and the latter part warm and fertile, though in parts rather light and sandy; and connected with it on each side there are several irregular blocks of land very favorable for the formation of settlements which will open into this piece of road.

The next eleven and a half miles of the road line passes through land of an inferior quality, one-half of it only on an average on the line being fit for settlement, but at a mile and a half south of the line, three-quarters of it may be said to be so. For the next four miles, to the centre line of Thorne, it is of the same inferior description, on the line about one half fit for settlement—north of it about one quarter, and southward from it three quarters may probably be so.

The next eight miles, that is to three and a half miles along the rear of Litchfield, is through land well suited for settlement on both sides, which extends to three miles northward of the rear of Litchfield, much of it is now occupied. This is the best tract on the west portion of the line.

Then after becoming inferior for three and a half miles, it winds through the mountain range, where scarcely half of the land is fit for settlement; and the remaining six miles to the end of the line, near the mouth of the Coulonge, is generally on a light barren sand.

The other parts being inferior, it was considered desirable in the first instance to open up only the eight miles in rear of Thorne and Litchfield, most suitable for settlement (which has already made some progress there), and to connect it with the old settlement of the township of Clarendon, by improving that part of the road from Clarendon Centre to

Otter Lake, which leads northward through the township of Thorne. By doing so, and then turning northward from the east part of the rear of Litchfield, up between the rivers Coulonge and Pickanock, where several lumber explorers had reported that there was much apparently good hardwood land, it was thought that a great highway could be projected, having the very important advantage of being alike an advantageous road for settlement to an indefinitely large extent, and a very useful inlet for the lumberers on the rivers Coulonge and Pickanock, whose expenditure for farm produce and team hire would do much to encourage and sustain settlement. More recent information, however, tending to show that the soil of the seemingly favorable hardwood land, in that direction was too shallow to admit of the formation of prosperous settlements, rendered the prospect of forming an advantageous extensive settlement road in that direction too doubtful to warrant the commencement of it on the scale originally intended.

The idea of opening the eight miles of the Gatineau and Coulonge road in rear of Thorne at Litchfield, on the same scale as the ten miles of the east end of it, was therefore abandoned for the present, as it would apparently lead to nothing of importance; and the operations of the past season, there, were limited to the works on the road through Thorne and the making of part of it.

The improvement of the Thorne road, including the making of three miles of it on a new site, was required to give proper access to the lands on the west end of the Gatineau and Coulonge road, and to the settlements that will gradually be formed on tracts adjoining it to the northward and eastward. This road is the natural inlet to these tracts, giving access to them from the steamboat landing on the Ottawa and the village of Clarendon Centre, where the Crown Land Agent's office and the nearest stores for the supply of the country are. It affords a good passage through the first range of the Laurentian Hills, which skirt the Ottawa settlements, and are here met at the rear of Clarendon; and it is the line of communication with the lumbering establishments of Messrs. Gilmour & Co., on the Pickanock, which together with their roads, have been the chief cause of the extension of settlement in this direction.

The road through Thorne is about nine miles in length, from the front to the rear of the township. The first five miles pass through the range of hills above mentioned. On this part, the work done consisted in the improvement of long, steep and dangerously rocky ascents, requiring in parts excavation, and building up with stone, the removal of rocks, ditching, &c., together with 224 feet of most substantial bridging, in three places; with side cuttings and levelling of banks, and 300 feet of hewn causewaying. Of the remaining four miles, three miles and three chains of new road were opened, with a width of sixteen to twenty feet; twelve feet wide in the centre of it, well levelled, after being thoroughly grubbed and ploughed. There are considerable cuttings at ascents and side hills, a very substantial bridge sixty feet in length, and 210 feet of hewn causewaying.

The total expenditure made on the road in Thorne, otherwise called the Otter Lake road, is \$1,047.10.

Much of the work was of an irregular nature that could not be suitably let by contract and required experienced skill. It was done by a party of well selected men under the charge of Mr. James McLaren of Portage du Fort, who had formerly executed some very difficult work for me on the Bytown and Pembroke road, with unusual skill and economy, as he has also done in the present instance.

Finding many causeways to be made, and bad rocky hills that would have been very expensive, on the upper part of the old track, I spent two days in exploring and locating the three miles of new road above mentioned instead of it. The site of the new road is as remarkably good as the other is bad, passes through good land for settlement, which the other does not, and shortens the distance one mile for eastward, and two miles for westward travel, on the Gatineau and Coulonge road line, which it intersects at the rear of Thorne. It also there connects with several lumber and settlement roads, which, as the country there becomes generally level with a light dry soil, are remarkably good though opened at little cost.

Within a radius of six miles of the end of this new road, there is much good land for settlement though some of it is stony, but unless the existence of some considerable extent of land fit for settlement be definitely ascertained beyond that, nothing of importance can

be done here; and the completion of the road a few miles westward, on a small scale, seems to be the utmost that could be desired till further conclusive information be obtained.

The building and repair of bridges on the Gatineau and Desert road, is the third division of works on which a small expenditure on account of the appropriation of 1861 has been made.

In the beginning of November last, I made a rapid but careful reconnoissance of the road up the Gatineau as far as the river Desert, as formerly proposed, taking the necessary notes as to the state of the road, soil, surface and obstacles, to enable me to make an approximate estimate of the cost of completing on a moderate scale that very important road, alike for the settlement of the country and the business of it.

As the expenditure of a small sum of the appropriation for 1861, for necessary objects on the Desert road had been proposed, and as some of the bridges were in a dangerous state, or required to be built to prevent the obstruction of travel in spring, I let part of the works to be done on my way returning. It consisted of four small jobs, viz.:

The repair, raising six feet and lengthening to 170 feet of the bridge over Lacroix's brook, a little above the Pickanock, let for \$110. The building of a bridge over Lepine's brook, 75 feet in length, let for \$50. One of 90 feet on Carisse's brook for \$50; and the building of a bridge and causeway at St. Amour's brook, 344 feet long, for \$111.25, all in the township of Wright.

The payments on account of these works charged in my account current to 31st December last, amount only to \$186, but they have all since been completed and paid for, excepting small reservations made till spring.

Also the bridge over the river Pickanock, which was built with Colonization money, I found on careful examination, required to be raised six feet higher, to prevent its probable destruction by spring floods, and to be lengthened to 236 feet by adding 70 feet to it. This work has since been let for \$320, completed and paid for with a small reservation.

The extension of another bridge, let for \$40, is the last work on the Desert road now in progress.

Earlier in the fall, I visited the Crown Land Agents in the lower part of the County of Ottawa, and collected from them and from the lumberers and others best acquainted with the interior, such information, as added to that derived from Surveyors and their returns of surveys on record in my office, confirmed my previously expressed opinion that the valley of the Petite Nation river was the most favorable site, next to that of the Gatineau, for the opening of a great highway into the interior country north of the Ottawa, as a Colonization road, and that such a road on the east side of the Petite Nation river would pass through much good land for settlement. Having obtained your sanction, I immediately instructed Mr. Leduc, of St. André Avelin, to survey such a line of road, up through the township of Suffolk, with a view to its further continuance. The result of his survey is highly satisfactory, but no expenditure has yet been made in work upon this line of road. I shall leave further notice of it and of the Gatineau and Desert road to the concluding part of this report, suggesting future operations.

Of the work of last season, under remaining appropriations of former years, the first begun was the opening of the Onslow and Masham road.

This road commences at the Catholic Church on No. 4 of the 8th range of Onslow, and extends to No. 28 of the 12th range of that township, where it joins the Masham road at the river Pêche.

It has been opened throughout, from the vicinity of the church, from twelve feet in width to six feet in difficult places, among rocks; the hills are dug and stones removed so as to make it passable for a cart. There are causeways made on it amounting to 286 feet, and a substantial bridge on the outlet of Wolf Lake, 166 feet in length, upwards of ten feet in height, on block work, with hewn covering. The bridge and causeways were made 18 feet in width to suit the dimension of the road when widened by the statute labor of the settlers.

The appropriation for this road was \$900 of which there has been expended \$785, leaving \$115 for further work.

The work was done by a party of men employed by the month under Mr. Benjamin Moore, of Onslow, whose energy and great experience in conducting extensive lumbering operations in the woods, secured the best possible result for the money expended

The improvement of the front road, in the lower part of Pontiac, was done under the appropriation of \$1,000 for that road from the County line between Ottawa and Pontiac to Portage du Fort.

On careful examination and inquiry, I found that expenditure on improvement was most required on parts of the road in Clarendon, where it is rough and miry, and especially in the township of Onslow, below the river Quio, where there was an extent of about four miles of extremely bad road, one half of it being over rough rocky ledges, and the other very miry and unmade, requiring much work in ditching, &c. This piece of road had long been the chief obstruction to communication by land between the county of Pontiac and the city of Ottawa. The building of several bridges on the front road, in the lower part of the township of Onslow was also very much required.

Elsewhere, especially in the township of Bristol, I found the road good and presenting no obstruction to travel, and therefore not meriting any expenditure on it from the appropriation, while the other parts mentioned so much more required it. My examination took place at a time when country roads are in their worst possible condition.

With the exception of the improvement of a dangerous spot, on a bare rock, on the road in Clarendon, the doing of any work upon it in that township was deferred, not only because it was so late in the season but also because an apparently desirable change of a part of the road was proposed, which required examination.

The expenditure of last season was therefore limited to the improvement of the very bad parts of the road in Onslow, and the building of bridges already mentioned.

This work was also done by Mr. Benjamin Mocre and his party, and in such a manner as to elicit an official expression of approbation from the Municipal Council.

The work was commenced at the north side of the Quio bridge, on No. 11 of the 3rd range of Onslow, and consisted in the making of bad spots by crowning and draining, the moving of rocks, cutting of side hills, the making of nearly a mile in all of ditches, with many culverts. On one hill nearly 300 tons of stone were removed, and part used for breast work. Only 136 feet of causeway were made, but on the lower part of the road, seven bridges were built, amounting to 464 feet in length, some of them eleven feet in height, and all constructed most substantially.

The total expenditure charged in my account to 31st December last, on account of the works on this road of the \$1,000 appropriated is \$735, leaving a balance unexpended of \$265 for works to be done in Clarendon. (See Synopsis herewith.)

Parties in Clarendon acquainted with the ground informed me that for about seven miles, between No. 8 and No. 24 of the second range of that township, where there is a great bend in the front road, and some bad ground to be passed, the bend could be cut off, saving upwards of a mile of distance, and a much better site found by carrying the road nearly straight between the above points, passing in, or along the rear of the 1st range, chiefly through a dry, nearly bare sandy red pine brûlé—and the change of the line here is strongly recommended by some of the leading settlers, as it would give a constantly dry road that would require almost no repair instead of the present line, whose clay ground will always become exceedingly cut up, in wet weather in the fall. The parties recommending the alteration say, with justice, that though it would not benefit them, as they do not reside on the proposed line, it would be a great advantage to the general travel, especially of people from the Upper Canada side of the Ottawa, who would cross on the bridge now building at Portage du Fort, and avail themselves of the road on the north side of the Ottawa, which, by cutting off the great bend of the river is about ten miles shorter than the road on the south side to Ottawa city; which is all unquestionably true.

Not having time to do so myself, I employed two competent persons to go over the proposed line, who found it to be as stated. \$500 in addition to the balance remaining of the appropriation would open this line and give a better and shorter road than the present one, and a road that would be sound and useful in the wet weather late in the fall, when most required, when the other would be scarcely passable. It is extremely difficult to see why it should be made with colonization road funds, but an additional appropriation for it would be at least as justifiable in that respect as the one already made.

If by strict definition a colonization road be one necessary to give access through, or to, public lands fit for settlement, not already otherwise accessible, the front road in the upper part of Pontiac is much more strictly one, as it extends beyond existing continuous

steamboat communication, and facilitates access to the vacant lands north of it, above Portago du Fort.

The remains of appropriations of former years for the front road in the upper part of the County of Pontiac, under which works were performed last season, were \$650 for the part from Black River in Waltham to the Coulonge in Mansfield, and \$250 for the Calumet and Deep River Road, to be spent on the uncompleted part in the upper part of Chichester.

As it was not till I received an official communication of the 22nd October, that I was informed of the amounts actually at my disposal, or the works to which they were applicable, remaining of former appropriations and that in some cases, after that, remote localities had to be visited, and the work to be done ascertained, and agreements made on the spot for carrying them on, including the collection of men, and the purchase and forwarding of tools and provisions, it will be evident that some of the works were necessarily only commenced, when such operations generally are being closed and reported upon.

Under such circumstances, I trust that it will not be considered extraordinary that my works were not all completed.

As the work to be done under the last mentioned appropriations, consisted chiefly in the building of several bridges, the want of which constituted the chief obstacles on the road between the Coulong and Black River, it could be proceeded with, though late in the season. I instructed Mr. Alexander Proudfoot of Mansfield, who was strongly recommended to me by Mr. Bryson and Mr. Poupore, M. P. P., on account of his ability and character, to employ a party of suitable men by the day and proceed with the building of the bridges and to make the best arrangement he could for the opening of the piece of road required in the township of Chichester.

He suspended proceeding with the latter at the instance of the Municipal Council of Chichester, who were anxious to submit a change in the line of road to my decision.

Mr. Proudfoot was interrupted by severe illness and by unfavorable weather for the getting out of the timber for bridge work in progress; his works will be completed during the incoming season.

He has, however, built three substantial bridges of hewn timber, one of 30 and two of 56 feet in length, of 9, 7 and 12 feet in height respectively, with another of 180 feet in length in course of construction, when he ceased working, besides making at Smith's gully a heavy side cutting of 600 feet in length, with log side wall; all in the township of Mansfield.

The expenditure charged in my account to 31st December last, on account of works under Mr. Proudfoot's charge, amounts to \$535, leaving a balance then unexpended of \$365, to be applied to them next season. (See Synopsis herewith.)

When at Mansfield making arrangements for getting these works done, I made a sectional measurement of the bridge site on the river Coulonge on this road, so as to enable me to make an estimate for a bridge there, as the want of one renders this river, which is four hundred feet wide and nearly six feet deep in the channel, a great obstruction to travel and the extension of settlement. I beg further to refer to it in the concluding suggestions as to further works.

The opening of the Eardley and Masham road is the last work remaining to be mentioned of those under appropriations of former years.

This road extends from the settlements on the Ottawa in the township of Eardley, to those on the river Pêche in Masham, passing through the notch in the Eardley mountains with very gradual ascent, behind the steamboat landing of Rocky Point. It is the shortest and most favorable route into the settlement on the upper part of the Pêche, and forms part of the northerly road line traced by Messrs. Bouchette and Ayleu, to the river Pickanock.

From where the opening of it commenced in Eardley, to the river Pêche, it is a little over six and a half miles in length. The work on it was done by Mr. Mongius (who owns a saw mill on it,) as overseer, with a party of men hired by the day. It consisted in opening out, through woods, of about three and a quarter miles of it, and elsewhere widening an old lumber road that in places coincided with it, to the width of 16 or 20 feet as required, and the partial building of a bridge on it over McGee's Creek, which is to be 88 feet in length of cord and 14 feet in height; but which was not finished owing to the formation of ice on the steep banks at it, rendering it dangerous and too difficult to be continued late in winter.

The appropriation for this road was only \$400, of which there has been expended and charged in my account to 31st December last \$373, including \$1.50 on account of the Clarendon and Thorne road, (see following synopsis), leaving \$27 further available.

With a small addition to it from the appropriation of 1861, this sum will be sufficient to pay for the completion of the unfinished bridge on McGee's Creek.

Besides the expenditure on account of the foregoing works, a payment is charged in my account to 31st December last of former year's appropriation, of \$251.50 to William Hodgins overseer on the Clarendon and Thorne road. This was not for work performed under my direction, it was in liquidation of his claim for the amount of two pay lists, for work done on that road, referred to me for settlement, and for which there remained of former appropriation, the sum of \$250, the difference of \$1.50 being transferred to the account of the Hardley and Masham road as above mentioned.

It will be observed by my accounts that with the exception of the ten miles let by contract in the east end of the Gatineau and Coulonge road, the works were performed by overseers, with parties hired by the month or day.

This was done because it was preferable for various reasons, the irregular nature of the work not admitting of its being let properly by contract, the lateness in the season not affording time for the delay of doing so, or the work being such as required the judgment of a competent overseer experienced in it. The wages of the men with provisions and transport, gives an average of 84½ cents per day's work, which is low on the Ottawa.

Synopsis of expenditure charged by A. J. Russell in his accounts rendered to 31st December, 1861, on account of the appropriation of \$10,000 for Colonization Roads in the Counties of Ottawa and Pontiac, for 1861.

Payment to W. A. Richardson on account of contract on Gatineau and Coulonge road.....	\$3,776.08
Do. on account of works on Otter Lake road in Thorne.....	1,047.10
Do. on account of bridges on Gatineau and Desert road.....	186.00
Do. for advertising road works by order of Department in Quebec	102.02
Do. to P. Aylen, Esq., for occasionally inspecting and measuring works	102.00
Contingencies and travelling charges, including expenses of reconnaissance of road to River Desert.....	163.34
Remuneration to A. J. Russell for superintendence of the above and of other works, under remaining appropriations of former years.....	400.00
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	\$5,776.54
Total received by A. J. Russell on account of the above.....	\$6,000.00
Do. expended as above.....	5,776.54

Balance in his hands by his account current to 31st Dec., 1861. \$ 223.46

Synopsis of expenditure of old appropriations for roads in the Counties of Ottawa and Pontiac, autumn 1861, by A. J. Russell.

Onslow and Masham Road.

Amount.....	\$ 900.00
Expenditure, three pay lists.....	\$443.92
Proportion of remainder of B. Moore's account.....	327.08
Proportion of contingencies.....	14.00
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	\$ 785.00
Balance unexpended 1st January, 1862.....	\$ 115.00

Onslow and Clarendon Front Road.

Amount	\$1,000.00
Expenditure, B. Moore, two pay lists	\$394.96
Proportion of remainder of B. Moore's account	290.81
A. Wilson's account	35.65
Proportion of contingencies.....	13.58
	<u>\$ 735.00</u>
Balance unexpended, 1st January, 1862.....	\$ 265.00
Off this balance—paid John Gordon, in January, 1862, for assist- ing in exploring last fall, not in account, \$5.20	\$ 259.80

Pontiac Front Road.

Amount for Mansfield	\$ 650.00
Do. for Calumet and Deep River	250.00
	<u>\$ 900.00</u>

EXPENDITURE.

Amount of S. Proudfoot's account.....	\$513.83
Cost of transport of supplies paid by A. J. Russell.....	8.80
Proportion of contingencies.....	12.37
	<u>535.00</u>
Balance unexpended on 1st January, 1862	\$ 365.00

Eardley and Masham Road.

Amount	\$ 400.00
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EXPENDITURE.

Amount of F. Morgan's account.....	\$366.60
Proportion of contingencies.....	4.90
	<u>\$371.50</u>
Unexpended in payment to Hodgins for Clarendon and Thorne Road per pay list.....	1.50
	<u>\$ 373.00</u>
Balance unexpended on 1st January, 1862.....	\$ 27.00

Clarendon and Thorne Road.

Amount	\$ 250.00
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EXPENDITURE.

Paid Wm. Hodgins amount of pay list.....	251.50
Over expended and charged to Eardley and Masham road.....	1.50

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 RECAPITULATION OF EXPENDITURE.

Onslow and Masham road	785.00
Onslow and Clarendon Front do.....	735.00
Pontiac Front do.....	535.00
Eardley and Masham do.....	371.50
Clarendon and Thorne do.....	251.50
Total.....	<u>\$2,678.00</u>

 RECAPITULATION OF BALANCES ON HAND, 1ST JANUARY, 1862.

Onslow and Masham Road.....	\$ 115.00
Onslow and Clarendon Front do.....	265.00
Pontiac Front do.....	365.00
Eardley and Masham do.....	27.00
Total as per account current.....	<u>\$ 772.00</u>

Expended in January, 1862, on account of Onslow and Clarendon road, paid John Gordon \$5.20.

 PROPOSED WORKS.

From information heretofore acquired, and recent careful investigation, I would respectfully recommend the following as the most suitable further works for the advancement of Colonization in the Counties of Ottawa and Pontiac.

1st. The opening of the north road surveyed by Messrs. Bonchette and Ayley, on and near the line between the Counties of Ottawa and Pontiac, northward and southward, from the point where it intersects the west end of the ten miles of the Gatineau and Coulonge road now nearly completed.

The bridge built over the Stag Creek, where they intersect, serves for both of these roads. This north road line is laid off into lots, and by Mr. Ayley's report from seven-eighths to four-fifths of them are fit for settlement, on the 13½ miles from Stag Creek northward to the Pickanock, which, including sinuosities may be upwards of 16 miles of road. It passes along the front of the township of Stanhope, now called Alleyn, recently sub-divided into lots by Provincial Land Surveyor H. Lees, who reports it to contain much good land, especially south of the Pickanock, which agrees with what was previously known as to that part. From Mr. Holmes' statements, and Provincial Surveyor O'Hanly's report of exploration of that and other townships, it would appear that by turning westward, this road line could be continued at least twelve miles further inland, generally fit for settlement, southward of Stag Creek the land on this line, as far as the 8th range of Masham, is all suitable for settlement, which with sinuosities may be fifteen miles of road line.

This would give upward of thirty miles of settlement road in the most favorable country the valley of the Gatineau affords, besides its probable extension at the north end, and the continuation westward of the Gatineau and Coulonge road, all branching from the part of the latter made last season. As this extent is all, as yet, unoccupied, I consider it the most advantageous and most readily available field for the formation of settlement in the territory under my charge. As timber agent, I would therefore propose the opening of this road as the first object to be provided for, and that I should devote to the making of it the remainder of the appropriation of last season, with as much of the appropriation for the ensuing season as may be available for it.

To make this road as good as the best class of colonization roads in Upper Canada, would require an outlay of about \$500 a mile; some of them cost nearly \$700 a mile, partly from defective original specifications and partly, in some cases, from their having required going over from not having been completely made at first. The accompanying specification affords a better road, for the cost, than any other that can be made. It con-

concentrates the labor on the making of a sound, though narrow road bed, where the wheels run. Without that, additional earth is useless, either in a ragged or dry sandy country; and even in clay soil a greater breadth of muddy surface is a poor substitute for crowning and drainage. The clearing of a greater width of road than is going to be used as such is simply wasting the money—that should be applied to making a sound, dry and even carriage way—in clearing land at the sides, to save the settlers the trouble, or to grow up again in bushes. If a road be made by merely cutting the roots and stumps close off by the surface of the ground, in the roadway—instead of thoroughly grubbing out the roots, stumps and stones from nine feet, at least, in width of the centre—the remains of the stumps will always be protruding afterwards, rendering the road bad and dangerous for rapid travelling, or should the road be subsequently re-made, they must be then grubbed out at more cost than if the trees were standing. In the same manner, if narrow causeways be made of small pieces of wood when a road is first opened, besides the risk of their being dragged into confusion by the drawing of heavy loads over them, and the impossibility of teams passing each other on them, they remain as nuisances when the road is afterwards properly made, or are thrown aside as useless, and replaced at further cost.

For these reasons, therefore, it is desirable, to avoid future loss of labor, that in opening roads, nine or ten feet of the centre should be thoroughly grubbed, and a sound road bed made of it, and the causeways and bridges be made wide enough for two vehicles to pass on them, especially on first class settlement roads leading to large areas for settlement, and likely to be much used.

Where it might be advisable to adopt an inferior description of road to that provided for in the annexed specification, to meet the requirements of economy, or for the opening of branch roads of less importance, the crowning and grading, in forming the road as mentioned in the specification, might, with the greater part of the side hill cuttings, as to width, be left to be done by the settlers, and the grubbed part of nine feet in the centre be merely solidly levelled so as to be made solidly passable for a loaded wagon. This is the least work that can be done without future loss, and it would afford a rough but passable road, with many bad spots in it, but it would be as good as the roads are, in many existing settlements. There would be labor to add, but none thrown away on it. Such work might be designated as affording a second class road.

A third class road might be opened in an inferior manner, the width of the road and causeways to be fourteen feet, at most; no grubbing done; the stumps to be cut close to the surface, and a passable track for a lightly loaded wagon made throughout.

In this case the causeways and bridges would be the only part of the work that would be of value in future making of the road, as, till the stumps and roots become completely rotten, the grubbing and grading would all have to be done as if in standing woods.

The cost of making roads of either of these descriptions depends altogether on the nature of the ground and timber where they pass, and the prices of provisions and labor in the locality. As pine trees (whose stumps are expensive to grub) are so frequent in the Ottawa country, and so very much of the land is stony, rocky and uneven, and as the great market occasioned by the lumber trade sustains the highest prices for produce and labor known in the Province, the cost of making any kind of road should be very much greater here than is usual elsewhere.

In ground of the usual ruggedness, a road of the first class mentioned, made according to the accompanying specification, would cost, as stated, \$500 a mile, causeways and bridges included.

The second class described would cost \$380.

The third class, or ungrubbed passage for a wagon, would cost \$300 a mile.

The bridges and causeways in the two last would be nearly equal in quality to those on the first, and be serviceable when the roads were completed and enlarged to the usual width.

Having made this long digression, as it seemed to be necessary in explanation of proposed future work, I beg to revert to the north road, from the Township of Masham to the Pickanock, which intersects the end of the part of the Gatineau and Coulouge road made this season. As presenting the best site for immediate settlement on the Gatineau, it is the first in importance to be opened as a colonization road. But it will be sufficient to open it on the scale of the second class road mentioned, at a cost of about \$380 a mile,

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

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

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

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

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

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

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

To open the thirteen and a half miles laid out would, at the above rate, cost \$6,750. By reducing the work to levelling solidly on very dry, sandy ground, \$3,000 might be sufficient.

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

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

that river, which does not, on this part of its course, extend beyond the township of Bowman. The township of Bigelow, above it, being inferior and further up the high range between these rivers, comes close to the latter, in a form too rugged for settlement.

This road is essential for access to the Norwegian and German settlement now forming in Bowman. If the encouragement of such immigrants is desirable, it would seem especially so that a road of some kind should be afforded the first settlers of that class in this part of the Province, who, from their ignorance of the English and French languages, suffer much greater inconvenience in commencing than other settlers.

As this road cannot be carried very far with advantage, an expenditure upon it of \$300 a mile, may probably be considered sufficient, which would render an appropriation of \$4,800 for it desirable. But as the sum of \$500 advanced for provisions for the destitute Norwegian and German settlers in Bowman, and for which I hold their notes, payable in labor, if so required, is chargeable to the road, but possibly may not all be recoverable, it would seem desirable that the appropriation should not be less than \$5,000.

The Rivière aux Lièvres affords a water communication from above the falls at Buckingham village to the township of Bowman, but in ascending there are several portages, besides rapids, where it is necessary to tow or pole up. A road up the valley of the Rivière aux Lièvre is very desirable, alike for the purpose of settlement and for the traffic of the lumber trade. The road on either side is passable for a cart but a few miles above the village of Buckingham. I am not able to give an opinion how such a road should be carried. Where the Rivière aux Lièvre traverses the ridge of the Laurentides, at and near the High Falls, there is much rough land, and unfavorable country above that, which would require much examination to enable one to judge.

Much of the township of Villeneuve is bad land and mountainous. The township of Wells, above it, is better, with much good flat land extending up the Rivière des Sourds.

From where the Kiamica joins the aux Lièvres, that is, about eighty-five miles directly northward from its mouth, the country, as elsewhere on the north side of the Ottawa, and at that distance from it, changes from high rugged hills to a much lower undulating surface, and is much more arable. The good lands on the upper course of the aux Lièvres will most probably be settled in connection with the Gatineau.

The lower part of the valley of the aux Lièvres, excepting near its mouth, seems much less suitable for settlement than the country east of it, drained by the Lower Blanche and the Petite Nation, which is altogether on a lower level.

I would suggest that a line of colonization road should be surveyed and opened, diverging from the road from the steamboat landing at the village of Thurso to the river Ste. Seque, and passing up through the township of Derry East, on the east side of the Blanche, where it would intersect much good land, and northward through the township of Lathbury, which is reported to be favorable for settlement.

I am not in possession of sufficient information to enable me to say how far this line of road might with advantage be carried. But the land to be opened for settlement by this line being so near the Ottawa, and connecting with so accessible a part of it, so near its mouth and to the port of Montreal, would seem to render the survey of such a road line, after careful exploration, and the opening of it for settlement, very desirable.

It is equally desirable that a line of colonization road should be explored and opened from the west end of lake Blanche in rear of Lochaber northward, nearly along a line between the townships of Derry East and Derry West, where there are vacant, good lands, superior in quality to those already settled to the southwest. This line may be carried along the east or west side of the west branch of the Blanche, as further examinations might dictate, and thence up along the line between Villeneuve and Lathbury, or thereabouts, into the rear of the township of Wells, where the land is well suited for settlement. This road would give access to the valley of the Rivière des Sourds, where there are extensive flats of arable land, reported to be good, down which a branch road might probably be carried with advantage to the Rivière aux Lièvres.

The townships of Derry are described as containing a good deal of good land, hilly but not stony, and of a deep fertile soil. Beyond the 4th range of Derry West no lands were taken up last fall, nor in Derry East except where a few squatters were settling up the Blanche.

These two last mentioned roads would give access to the nearest vacant lands in the country of Ottawa, suitable for settlement.

The settlements generally forming on the Rivière aux Lièvres, and the large amount of revenue that government has realized from the extensive lumbering operations that have for years been carried on in connection with milling establishments at the thriving village of Buckingham on that river, are strong reasons for opening a road up its valley, but as the country on the banks of the river, to a considerable extent, presents difficulties requiring careful examination, I am not in possession of the information necessary to enable me to give any opinion of value as to where such a road should be located.

I have made these suggestions and observations as presenting subjects for further consideration with a view to the development of the lower part of the county of Ottawa.

Turning to a more remote part of the Ottawa country, I would in the fourth place recommend as meriting an appropriation of colonization funds for the opening of a road up the west side of the river Coulonge, to give access to a tract of good land in the west part of the township of Pontefract, and between it and Black River, and the building of a bridge over the river Coulonge.

The township of Pontefract was surveyed lately by Mr. J. Robertson, of Fitzroy. He is a very reliable and thoroughly practical judge of the quality of land; what he calls good land is unquestionably so. He condemns as unsuitable for settlement that part of the township lying east of the river Coulonge, even where it is very fine looking hardwood land, it is in general too shallow in soil for proper cultivation or certainty of crop in dry seasons, though the demand for farm produce will doubtless soon lead settlers to occupy the better part of it.

The west side of the township, however, contains much good land fit for settlement for about eleven ranges in depth, which also extends westward towards Black River.

The small proportion of good land in this part of the Ottawa country, compared with the great extent suitable only for lumbering, renders this tract of much value for settlement. It is near the Ottawa, and being on the way to the extensive lumbering regions on the Coulonge and Black River, the settlers will be in the most advantageous position for obtaining good prices for their produce, and the road, so far as it may be opened, will present the double advantage of being useful to the lumberers working up these rivers, as well as to the settlers.

I would suggest that this road should be opened from the front Pontiac road in Mansfield back four miles through that township to Pontefract, and thence about twelve miles further to and along its west outline, the site to be more definitely determined on survey of the line—in all say sixteen miles, at \$300 a mile, making it a road of the third class, as regards scale of work, would require an outlay of \$4,800.

The Coulonge is the first unbridged river in the main front road on the north side of the Ottawa, above the city, and being a large one, it is the first serious obstacle to communication and to the progress of settlement.

The river Coulonge enters the Ottawa about a hundred miles above the city, and as the country at that distance is but partially settled, and only on the front, the main road here is virtually a colonization road essential to the further progress of settlement, and the building of a bridge over the river Coulonge is much required, not only for the upward travel on the Ottawa in connection with lumber trade and the eastern settlements, but also for the extension of settlement in the townships on the main river, as well as on the tracts in the rear like that just mentioned.

As already mentioned, I took the necessary sectional measurement of the river to enable me to make a plan and estimate of the proposed bridge. The river is there four hundred feet wide and about six feet deep in the channel, with a strong current and high steep banks and therefore quite unfordable. The bridge requires to be five hundred and ten feet in length, and twenty four feet in height from the bottom of the channel. It should have six water ways, of sixty feet wide, or five of seventy-two feet, with queen-post tresses in the latter case, or king-post tresses in the former; the cost would be equal in either case. To give security, as the bottom is of shifting sand, the piers should be well sunk with projecting foundation pieces, to give breadth of bearing, and they should be sent down with a good bed of fascines under them, which will prevent the eddy behind the piers and the plunge of the swell in front during freshets, from undermining their foundations.

Including \$100 for the making of the road approaching the site at the east end, the appropriation should be \$3,232; with the \$1,800 estimated for the Pontefract road, the total for these works would be \$8,032.

A bridge is also much required on Black River; at thirteen miles by the road above the Coulonge. Black River is the last large river on the Pontiac road which terminates twenty miles beyond it, at the foot of Deep River, where precipitous mountains come to the shore, rendering the continuing of the road along it impracticable; it will have to be carried through the valleys behind.

Though the extent of land fit for settlement in this direction is comparatively small, it would be a mistake to suppose that the public domain is too unimportant or unprofitable to justify such considerable expenditures on account of it. The land that is good is unusually profitable to the cultivator, and much of the remainder now yields and will continue to yield a larger revenue to the Crown than the sale of the lands would represent, by the produce of its forests, which afford profitable employment to thousands on the spot, and in the commerce it creates.

The making and improvement of the main road up the Gatineau is the next subject I would suggest as meriting attention; not as being of less importance than the preceding works mentioned, but because its claims to consideration apart from its character as a colonization road are such as to merit a special parliamentary grant.

Apart from being the inlet to the lands suitable for settlement on the banks of the Gatineau and in the valleys of its many tributaries, it is now the main road of a numerous though rather thinly scattered population who can hardly be expected, unassisted, to make and maintain a road of ninety miles in length, passing frequently over very rugged unoccupied ground, and which is much used by the traffic of a branch of trade that yields a large profit to Government.

Besides the price of lands sold, Government must have already received upwards of half a million dollars as revenue for lumber cut on the Gatineau. Lumbering was carried on upon it to a large extent upwards of thirty years ago, and during the last nine years alone, I collected in ground rents and duties on saw logs cut on it, \$221,909, and far from being exhausted, the annual revenue has been gradually increasing from \$18,454 in 1853, to \$33,264 in 1861.

It would not seem unreasonable were the inhabitants of that section of country to ask one year's revenue, in thirty, of the public domain, to assist them in giving access to it for the purposes of trade and the extension of settlement in it.

The Gatineau road naturally presents itself in two principal divisions. The lower part, from the village of Hull, opposite the city of Ottawa, up the west bank of the Gatineau to Brooks's, at the Puagan Falls, in the township of Low, is thirty-five and a half miles in length. For this distance the road passes generally over rich clay soil, the alluvial flats of the river, with rocky ground on the spurs of the hills, which occasionally come close to the river, sometimes in precipitous rocky bluffs, hemming the road in to the narrowest practicable space along their base.

A stage runs regularly from the Ottawa to the Puagan. The land in that distance is all taken up and occupied, and the road in dry weather is a good country road, and much labor has been spent on parts of it by the inhabitants, but in continuous wet weather it becomes exceedingly cut up, with the deepest possible ruts, owing to the richness of the soil and the great traffic upon it. In many places it needs ditching and culverts, and there are some dangerous old bridges upon it, and bad rocky hills that are serious obstacles, requiring much expenditure to improve them.

A company was, I believe, formed for the macadamising of twenty-four and a half miles of this road, and a survey of the line and estimate of the cost of making it a macadamised road were made by George H. Perry, Esquire, Civil Engineer, but nothing further has since been done to my knowledge.

In a country like that north of the Ottawa, where the land fit for settlement is much exceeded in quantity by that which is unfit for cultivation, and is so frequently to be found in blocks too small and scattered to admit of the formation of extensive lines of settlement or to warrant the opening of colonization roads to them in detail; the improvement of main roads such as this which are absolutely necessary, to give access to the interior lands generally, is a very certain and advantageous way of forwarding the settlement of such parts of

the public lands as are fit for it; especially in such cases as this, where the road is the highway of an extensive lumber trade, which creates a highly profitable market for the settlers and causes settlement to extend and prosper where it otherwise would not yet be in existence.

This would seem to afford an argument in favor of granting assistance to the Gatineau macadamised road company, should they proceed with their design, as it would, no doubt, most powerfully forward the settlement of the Gatineau country. Uncertainty as to how much of the road they may improve, renders it difficult to estimate definitely any sum for this portion of the road, between the probable end of their works and the Puagan, where improvement is certainly required, and be provided for in a general estimate for this road, in case of a grant being obtained for it. An expenditure of at least \$4,000 would probably be desirable on this section, besides anything the company may be able to do.

The upper part of the Gatineau road, from the Puagan to the river Desert, is that on which expenditure in completing and improving it is most urgently required, not only to give access to several townships containing together much land suitable for settlement, but also for the benefit of the existing settlements and the important trade of the country. The distance is stated to be fifty-five miles. Much of it is merely a lumber track or winter road, parts of it have been worked upon by the settlers, as well as the lumberers. Some colonization funds have been spent on other parts of it. The worst part of it, owing to natural difficulty, is the first twelve miles above the Puagan. It is with much difficulty and some danger that an unloaded buck board can be drawn through from the Puagan to the Indian Mission Settlement at the river Desert, in the township of Maniwaki.

The first twelve miles, from the Puagan to the river Kazabazaa, embraces much of the most expensive ground to make a road upon that can be found. It has been opened from twelve to twenty feet wide. With some dry, even ground it presents steep clay hills, much very rocky ground, varied with long deep miry places, where the remains of numerous pine stumps that have merely been cut close by the ground, will be more expensive to take out than if the trees were left standing. The opening of the road in this imperfect manner and the making of some good causeways, a little side cutting, and some bridges was all that the limited funds hitherto available admitted of being done on such parts of the whole line as were worked on, and excepting partly in clearings, the grubbing and making the road, including ditching, grading and crowning, excavation and culverts, and the building and re-building of many bridges, has all to be done.

A new bridge is required on the Kazabazaa, 263 feet in length of work, and four feet higher than the present imperfect old one.

The next thirteen miles to the river Pickanock, in the township of Wright, passes over much more favorable ground; the cost per mile of making it a good road will be not much more than half the rate of the preceding portion.

The following nine miles from the Pickanock to Mr. Leamy's farm, at the upper outline of Wright, would cost still less on an average per mile, were it not for two considerable bridges required, for which I have taken the necessary measurements. Beyond this no work whatever has been done with colonization monies.

The next six miles reaching to the middle of the township of Bouchette, owing to there being much unfavorable rocky ground, with two considerable bridges to be built, will be about twice as expensive to make as the last.

The remaining fifteen miles to the river Desert, though at present merely a narrow winter road, will be much less expensive in making than the preceding, being generally very favorable ground, but is all in woods till about a mile from the river Desert.

To make a fair turnpike road of the whole of this upper fifty-five miles in the manner described in the annexed specification but one-third wider, would, on account of the extremely unfavorable character of parts of it, probably cost about \$35,772. But by careful management in concentrating the labor on the bad and impassable parts of it, and making the last fifteen miles in the smallest scale to be useful, the whole might be made fairly passable for loaded wagons for about \$19,448.

This sum represents the smallest scale of work that Government could have performed without disadvantage or considerable loss of labor; and it would be necessary that it should be incurred if the settlement of the Indian township of Maniwaki, and the surveyed townships opposite and above it on the east side, containing much good land, be considered

desirable. Much of the line is uninhabited, especially the exceedingly rocky and rugged parts of it, and they will necessarily remain so. The upper part of Bouche is unoccupied, so also is Maniwaki, excepting at the Desert, and it will long continue so, unless steps be taken for its survey and sale, which is very much to be desired.

It is to be regretted that Maniwaki, probably the best township for settlement on the Gatineau, should, where good land is so scarce, remain not only unoccupied, but a barrier to the progress of settlement in that direction.

From the river Desert upwards, the Gatineau road should be continued for colonization purposes, on the east side of the river up through the townships of Kensington, Aumond and Sicotte to Lake Baskatong in the township of that name; above the river Desert the west side of the Gatineau becomes less favorable for settlement than the east side. Above lake Baskatong, crystalline limestone is said to prevail up the river Baskatooshin.

The river Gatineau drains an area of about ten thousand square miles, and is probably about four hundred miles in length. In general, one quarter of the land in the known parts of the valley of the Gatineau may be estimated as fit for settlement, in the present acceptation of the expression, though more of it may eventually be occupied.

To describe the lands fit for settlement, I would quote the words of Peter Ayles, Esquire. His opinion is based on twenty-eight years personal acquaintance with the Gatineau country, which, in connection with his lumbering operations, he explored more extensively than any other person. He says the lands fit for settlement "are generally of an unusually rich and durable soil, and though stony in places consists of deep loam on the tables that form the hill tops, and clayey flats in the valleys, often covered with deep black earth, and admitting of drainage where requiring it, poor sandy soil being of rare occurrence."

As one of the causes of fertility, I would mention that I found crystalline limestone the most commonly prevailing rock along the Gatineau for upwards of sixty miles below the river Desert. There are farms on the Gatineau presenting upwards of two hundred acres of the richest alluvial fields in front, and in rear hills of crystalline limestone, valuable alike for building and as a manure for the soil, and covered with valuable wood, pine for building and hardwood for fuel. In the finest parts of Canada those advantages are seldom found together.

But the greater part of the Gatineau country, as is the case on the north side of the Ottawa, generally consists of rugged, unarable hilly land with occasional sandy plains, the good lands occurring in veins, irregular tracts, and isolated spots.

It is of the utmost importance, therefore, in the projection of settlement roads, that the extent and position of those favorable tracts, and the best means of connecting them, if not already definitely ascertained, should be carefully determined by cursory exploration and the road lines adapted accordingly, as any other system of projection otherwise based, will be sure to end in utter failure.

As the rugged and inferior lands are generally covered with a good growth of valuable timber, in the manufacture of which, much farm produce is consumed, creating a market on the spot, and high prices, it is evident that the value of the remaining quarter for settlement and cultivation is thereby very much increased. By careful selection, the extensive forest regions, unfit for cultivation, might be left untouched, while continuous lines of settlement might be formed on the intervening veins and tracts suitable for cultivation, and settlers be placed where they would derive the greatest benefit from the lumber trade, and at the same time the poor and unarable regions of the Ottawa be preserved for ever in their character as the greatest lumber forests in the world.

Grain, potatoes and other vegetables are successfully cultivated on large lumbering farms at thirty and forty miles north of the river Desert. In the settlement on the latter, fall wheat is cultivated with success.

Though but remotely connected with the subject of this report, it is worthy of remark that it has been well ascertained that behind the high country of the Laurentides, that is, at from about a hundred varying to two hundred miles north of the Ottawa, the country becomes lower, and that in this great depression, which is about a hundred miles in breadth, and of an unascertained length from east to west, containing the upper three hundred and fifty miles of the Ottawa's course, there is much land suitable for cultivation, said by those

who have visited it to be less hilly and stony than the new townships on the Madawaska and Gatineau. Stratified limestone is found in it at the head of lake Temiscaming and at Grand Lake, a hundred miles further east. As these two points, and much more of this northern valley are a degree south of the latitude of lake St. John on the Saguenay, which is known to have a better climate than Quebec, it is quite probable that they may possess in some degree the same advantage; and as thousands of settlers are living successfully in Upper Saugenay, it would be absurd to suppose that the same will not ultimately be the case on the great waters and much more extensive field of the Upper Ottawa, facilitated as it will be by the great reaches of inland navigation.

The river Desert, or more properly the settlement at its mouth, is about three miles north of the latitude of Three Rivers, and the south shore of lake Baskatong is about four miles south of the latitude of Quebec.

I would now beg leave to recapitulate the works I have submitted for consideration in the order in which they seem immediately desirable to be proceeded with, and the appropriations that would be requisite for them, or the portions of them proposed. In doing so, I would respectfully explain that I submit a relative view of a system of works that would seem desirable for the most advantageous opening up of the localities most suitable for settlement, and of the probable expense of performing them at rates of cost considerably under that devoted to similar colonization works in Upper Canada, and which might occupy several years in execution, without presuming to indicate how much or how little of the Colonization funds should be at present devoted to them, were they even approved of and adopted; my sole object being to place at your disposal the result of the best information I have been able to accumulate, aided by my past experience in superintending such works.

Recapitulation of Proposed Works.

1st. For the making of the North Road from the Pêche to the Pickanock, 31 miles, at \$380, less remains of appropriation of 1861.....	\$ 8,780
2nd. For do. of 13½ miles of Suffolk Road.....	6,000
3rd. For do. of 16 miles of Hull & Bowman do.....	5,000
4th. For do. of 16 miles of Pontefract road and Bridge over River Coulonge	4,800 3,232
5th. For do. of the main road up the Gatineau to the River Desert, 55 miles from the Puagan upwards.....	19,448

(Were a special Parliamentary Grant obtainable for the Gatineau roads, the amount should not be less than \$35,772 for the part from the Puagan upwards, \$4,000 for the part below, and \$4,800 for a bridge over the Gatineau, which is much required about six miles above the mouth of it.)

Further Works proposed to be afterwards prosecuted.

The West Road in Derry or the East Road on do. or both.

The continuation of the Suffolk Road to Lake Monomieg.

The building of a Bridge over Black River in Waltham.

The continuation of the Gatineau Road towards Lake Baskatong.

But prior to that the continuation of the Gatineau and Coulonge Road.

For the position of the roads and works referred to in this report, I beg to refer to the accompanying map of the Counties of Ottawa and Pontiac. In the representation of proposed roads not yet surveyed, it is only intended to indicate the locality and direction of them, leaving their position to be better determined by exploration and survey.

There is great danger of avaricious people, who own land elsewhere, taking up lands on Colonization roads as soon as it is known that they are to be opened, to the obstruction of settlers who really want the lots. To prevent this abuse the conditions of actual settlement should be promptly and rigidly enforced to the letter, and confiscation take place without a single day's delay, just in the same manner as has been punctually done for many years with lumberers' licences in this agency, when they failed to comply with the conditions required of them, though they might have made many payments on their licenses previously, and might lose thousands of dollars by the confiscation.

It would certainly be quite as easy and at least as just to enforce confiscation on the pretended settlers.

For a simple and self-acting system that would completely remove the obstruction to settlement caused by parties taking up lands for the speculative purpose of wringing high prices out of actual settlers afterwards, I beg to refer you to my report on the St. Maurice Territory, transmitted in March, 1859, containing practical suggestions as to the sale and settlement of the waste lands of the Province, and the better adjustment of the rights of settlers and lumberers, exhibiting a system whereby lands could be sold to actual settlers at a merely nominal price without any loss of revenue therefrom to the Crown.

I have the honor to be, respectfully,

Sir,

Your very obedient servant,

A. J. RUSSELL.

SPECIFICATION

Of the manner in which the Colonization Road from the Puagan Falls, Gatineau, to the River Coulonge, is to be made.

1. It is to be made on the site of it traced in the field, excepting where otherwise pointed out by the Superintendent, or person in charge. It is to be cleared to the width of 24 feet.

2. It is to be formed to the width of 16 feet; all roots, stumps, and stones are to be grubbed out 10 feet in width in the centre, which is to be solidly levelled up, and in dry ground evenly crowned with hard earth to the height of 6 inches in the centre, above the sides of the road. All roots, stumps, vegetable matter, stones, and timber, and other rubbish to be thrown 4 feet back from the edge of the (16 feet) road. All stumps in the sides of the road, that is 3 feet on each side of the grubbing, to be cut down even with the surface of the road when made. No crowning to be done till all the grubbing has been performed and inspected.

3. In moist or loamy ground, as pointed out by the Superintendent or person in charge, the centre of the road is to be crowned to the height of 18 inches above the sides, which are to be formed into continuous water-tables, so as to take off all the water. They may be crooked outside of the 16 feet to avoid stumps or other obstacles. Or where required by the person in charge, a ditch 3 feet wide and 2 feet deep, is to be sunk along the upper side, outside of the 16 feet, in addition to the crowning mentioned in the second clause; the earth from the ditch to be used in evenly crowning the centre, excepting where it is black earth or vegetable matter, which is not to be used in crowning.

4. Culverts, with sufficient discharge drains, are to be made in all hollows where water may at any time pass, or where pointed out by the Superintendent; the water-ways to be at least 15 inches wide, and 10 inches high, in the clear under—greater if required. They are to be made of cedar if it can be had, otherwise of black ash or pine flatted; to be not less than 5 inches thick, the pieces to be 16 feet in length. The covering to be supported by four cross pieces dovetailed into, and securely pinned to the side pieces. The top of the covering to be lower than the road, and well secured by pieces pinned across the ends.

5. Such small bridges as may be required, are to be built of the same description of timber as the culverts throughout; the covering to be of the same dimensions, resting on four stringers, 1 foot in least diameter, supported by, and securely pinned to substantial side-logs, of a height sufficient to give free passage for the water at highest flood; or on abutments of round logs of the same description of timber, laid in tiers of four each way, 10 inches in least diameter, slightly notched upon each other, and securely pinned at the corners. Larger bridges to be built in the same manner and of the same dimensions and descriptions of timber excepting that the stringers for water-ways of 20 feet are to be not less 9 inches broad by 14 deep or round cedar peeled not less than 13 inches thick may be

* NOTE.—Economy is effected by making the crowning only six inches on very dry ground (which merely provides ground levelling) when the nature of the ground and other circumstances admit of such being marked and provided for in contracting, or where work is done by a skillful overseer and a select party which, in difficult ground, is the best way of obtaining the best result from limited funds.

used—with handrails 4 feet high; the posts and caps of which are to be 6 inches square with braces 4 inches square and 3 feet long securely shouldered in and spiked to the posts and projecting pieces of the flooring every 10 feet. The flooring to be of 4 inches thick pine planks, or hewn cedar 5 inches thick, 18 feet in length, the projecting pieces to be 6 inches thick and 23 feet long boxed on the stringers. A binder 8 inches by 4 to be treenailed down on each side to retain the flooring. The posts of the handrails to be tenoned with it as well as the cap above and well spiked. The abutments and piers to be loaded with stone to the depth of 2 feet laid on a flooring of sound round logs 8 inches in least thickness. The approaches to bridges to be raised so as not to be flooded in high water; and all materials to be at all times subject to the inspection and approval of the superintendent or person authorized by him. Chips, logs and rubbish, which might communicate fire, to be removed a rod back all round bridges, and from the ends of causeways, and logging up side hills.

6. The water to be thoroughly drawn away from water-tables or side-ditches, by off-take drains, 3 feet wide and 2 feet deep; or larger, if required to pass the water when greatest.

7. All swamps or boggy places to be causewayed or fascined. Causeways are to be evenly and closely laid, and hewn level on top and solidly bedded on the ground,—the stumps being first cut below the surface, unless where stringers are necessary to give elevations over water. Stringers to be at least one foot thick and four to the width of the road. The pieces to be of sound wood, 16 feet in length, and 8 inches at least in diameter,—of cedar, where it can be had. Nine feet at least, in width, in the centre to be evenly covered, 3 inches in depth, over the highest logs, with earth from the side ditches, which are to be 3 feet wide and 2 feet deep, on one or both sides if required to draw off the water; otherwise, the earth to be obtained elsewhere. Where it may be found more suitable, (or be specially required at the time of letting the work,) in swampy ground, the stumps are to be cut even with the surface, 16 feet in width; the centre evenly raised 6 inches,—the whole to be then covered with softwood brush and small trees, the tops towards and over the middle, to the depth of one foot in the centre, when compressed, and 6 inches at the sides. The surface to be closed with 3 inches of swamp earth, with 8 inches of hard earth over 9 feet in width of the centre, diminishing to 4 inches at the sides of the road, which may be made up with any earth obtainable. Causeways and fascining, and the grubbing previous to crowning, not to be covered up till inspected and approved of.

8. On steep sidelong hills the road is to be cut lower on the inside, and to be 12 feet wide; besides a ditch near the cutting, 18 inches wide and a foot deep. The face of all cuttings to have slope back of one foot, for every one in height. The outside to be built up solidly, with stones, or sound timber not less than 10 inches at the small end, with cross-ties every 7 feet. Or the side may be made up with a layer of soft wood brush, laid tops out, for every six inches of earth.

9. In forming the road, the earth is to be worked from the heights into the hollows; and banks and ridges, where more excavation is not specified, are to be cut down 2 feet, if necessary, to equalize the road. In deeper cuttings, the roadway may be only 12 feet wide. In passing among rocks, or in very rocky ground, a passage of 19 feet in width will be sufficient, the points of the rock to be broken down, and the spaces between them solidly built up with stones, and the whole crowned with hard earth.

10. In descending hills, the water to be turned off every 50 or 150 yards, according to the steepness, and at the head of all cuttings.

11. No earth work done later than 31st October will be accepted or paid for this season.

12. All trees that fall on the road till finally received, to be cleared out, as well as any overhanging or other timber, or trees that may be considered likely to fall into the road.

13. If the work be not commenced within 10 days after the day on which it is let, or should it be abandoned for 10 days, without sufficient reason being assigned to the satisfaction of the superintendent, or should the contractor, or any person employed by him, refuse to comply with the instructions of the superintendent, or person employed by him to oversee the work, the superintendent will be at liberty to annul the contract, or employ men to do the work at the contractor's expense; and should there be less than six men

employed for every mile contracted for, the superintendent will be at liberty to make up the number, by employing men at the expense of the contractor, should he see fit.

14. No work to be sub-let without the consent of the superintendent.

15. The work to be completed before the 1st November, 1861; but should more than one half of it remain to be done on the 10th October, 1861, the superintendent may then employ men at the contractor's expense to complete it.

16. Persons abandoning their work will forfeit the work performed.

17. One-third of the price will be paid when one-half of the work is done, and the remainder when it is completed and accepted; but the contractor's securities are to receive the balance due, or any part of it that the superintendent may consider them entitled to, should they be obliged to complete the work, or any part of it.

18. The contractor is to give the best accommodation in his power to the superintendent, or person appointed to oversee the work; such accommodation to be paid for at a reasonable rate.

The Commissioner of Crown Lands will not consider it necessary to accept the lowest tender, nor to let the full extent of work advertised, should he find the rates proposed too high.

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REPORT

ON THE

ELGIN COLONIZATION ROAD.

FREE GRANT OFFICE,
St. Jean Port Joli, 7th January, 1862.

To the Honorable
P. M. VANKOUGHNET,
Commissioner of Crown Lands,
Quebec.

SIR,—I have the honour to transmit with this, my Annual Report, a Supplementary Statement, containing full details relating to the establishments of those settlers who had taken up locations upon each side of the Elgin Road, previous to the 31st December, 1861. This statement will point out the number of lots conceded; the names of the resident settlers, with the number of persons composing each family; the number of acres under cultivation; the number of acres upon which the timber is felled; the number of houses, barns and stables erected thereupon, as well as the state of cultivation on each lot, and the quantities of produce harvested by each family on each lot, during the past year. By this statement you will observe that the number of lots conceded, as free grants, reaches the figure of 250, 67 of which are settled upon by seventy-three resident families. Of the latter number, twenty-nine families, numbering 131 persons, have taken up their locations during the year which has lately closed. If the number be not found very large, it must be attributed to the miserable crop of 1860, which, from its scantiness, was the cause of preventing many families from settling upon the road, as their limited means would not enable them to wait for the crop of 1861. Nevertheless, owing to the abundant crop of the past year, I have reason to hope that the progressive movement, which had slackened on account of this untoward circumstance, will now take a *new start*, and assume more encouraging proportions. I am informed that, even now, several families are preparing to leave for the Elgin Road in a few days, particularly those settlers who harvested crops on their lots last fall.

The 73 resident families, of which I have spoken above, are composed as follows:—

Men	73	
Women.....	54	
<hr style="width: 100%;"/>		
Children. {	Boys, 12 years of age and upwards	41
	Girls, do	35
	Boys, less than 12 years of age.....	94
	Girls, do	72
<hr style="width: 100%;"/>		
242		
<hr style="width: 100%;"/>		

Forming a total population of..... 369 souls.

All the families of French Canadian origin have emigrated from the parishes in the Seigniorics of the County of L'Islet, with the exception of two families, one of which is from Chester, in the Eastern Townships, the other from the City of Quebec.

The increase of cattle also furnishes a satisfactory proof of the prosperity of the settlers. This species of property may be divided as follows:—38 horses, 16 team-oxen, 5 steers, 40 milch cows, and 43 sheep, forming in all 142 head of cattle, equivalent to an increase of 50 per cent. upon the stock of the previous year. The frequent rains of the

months of May and June last, interfered with the burning of the slashed timber (*abattis*) of the previous year. Scarcely more than 128 acres could be burned, cleared, and prepared in season to receive seed for the first time. 669 acres were sown, leaving about 300 acres in meadow and pasture, besides 731 acres of slashed timber (*abattis*) the greater portion of which is hewn and piled (*tassée et pilée*) in a fit state to be burned next spring, should the season be sufficiently dry. The number of houses and barns, constructed during the year, reaches the figure of 48, which, added to the number previously erected, will form a total of 142 buildings.

I submit the following statement of the quantities of seed grain and crops during 1861 :

Seed.	Minots.	Crops, Minots.
Wheat,	50½	474
Rye	59	569
Barley	189	1880½
Peas and Flax Seed.....	17½	88
Oats	285½	2806½
Potatoes	268½	3646
Turnips.....		125
Total	869½	9589 Minots.

If we take into account the numerous obstacles against which the settlers have to contend, - as, for instance, want of proper agricultural instruments to break up effectually, a soil laden with moss and rotten uprooted trees,—we cannot fail to perceive, in the above synopsis of the season's operations, a convincing proof of the good quality of the soil, which, notwithstanding all the above mentioned disadvantages, has produced at the rate of more than 11 minots for each minot sown, and nearly 14½ minots to each acre under cultivation ; a result well worthy of attention.

During the year a new saw-mill has been constructed on the Rivière Ouelle, which has lately been put into operation. Two other saw-mills are now in course of erection, and will very soon be prepared to go into operation. When the two last mentioned mills shall have been put in working order, the settlers on the Elgin Road will possess the immense advantage of having four saw-mills, at convenient distances along the road, which will spare them from the necessity of travelling long distances to have their timber sawn ; a difficulty under which many of them now labor. The active proprietor of the new mill at Rivière Ouelle intends to erect a grist mill without delay. I am using every exertion to obtain the realization of this scheme, as it is urgently required by the locality, and would be a most valuable medium in the development of its resources.

At the present day, some of the settlers have 30 miles to travel before they can reach a grist mill. In spite of these difficulties, which are of course usual in new settlements, there is no discouragement. They are all hopeful and expect to succeed. There is more apparent easiness of circumstances among the families of the settlement than last year. Peace, contentment, and a good understanding seem to exist among the settlers of the Colony, and they willingly assist each other when it is necessary to do so. Those who are established in the vicinity of the Taché Road are now preparing the timber required for the erection of a chapel.

There is nothing which more fully assists the work of colonization, and which more effectually implants courage in the breasts of the settlers, than the establishment of a house of prayer in the locality. Its existence brings to their minds the sacred duty of offering to Almighty God prayers of devotion and thanks for the great blessings enjoyed through His munificence.

It is my intention, at an early date, to make the necessary application to the Honorable the Postmaster General for the opening of Post Offices with weekly mails between the Taché Road and St. Jean Port Joli, in order that facilities may be afforded to the growing commerce of the respective localities and the social intercourse of the families settled there. I beg to solicit, very respectfully, your powerful support in this undertaking, as I am actuated by a desire to render myself useful to the localities placed under my care. Apart from the increase of the population, which renders an efficient postal communication absolutely necessary, there is also the importance of this tract of country, the resources of which are becoming rapidly developed, as you will be enabled to judge by the following synoptical statement of the value of the crops and produce during the year 1861 :—

474 minots	Wheat	Valued at \$1 25 per minot	\$592 50
569 "	Rye	" 0 80 "	455 20
1880 1/2 "	Barley	" 0 60 "	1128 30
88 "	Pease	" 1 00 "	83 00
2806 1/2 "	Oats	" 0 38 "	1066 47
3646 minots	Potatoes	" \$0 25 "	911 50
125 "	Turnips	" 0 15 "	18 75
12 tons	Hay	" 14 00 per ton	168 00
180 "	Straw	" 5 00 "	900 00
11440 lbs. or 57 qts.	Pork	" 16 00 per qt.	912 00
20150 lbs. or 201 1/2 "	Sugar	" 8 00 "	1612 00
162 M.	Shingles	" 2 00 per M.	325 00
37000 feet	Sawn Lumber	" 7 00 per 100 pes.	259 00

\$8436 72

Increase since last year \$3445 72

To the value of the agricultural products above detailed, it is proper to add an estimate of the value of the improvements effected during the year, such as clearing operations, buildings, cattle, &c., &c., shewing the increase of capital thus obtained:—

3 Saw Mills, valued at	\$1400 00
9 Houses, at \$50 each	450 00
40 Barns and Stables, \$25 each	1000 00
128 1/2 Acres Land, cleared, at \$12 per acre	1539 00
114 1/2 Do. do. (<i>abattis</i>) slashed timber, at \$8 per do.	918 00
20 Horses, at \$50 each	1000 00
10 Cows, at \$20 each	200 00
1 Steer, at \$15	15 00
21 Sheep, at \$2 each	42 00

\$6564 00

forming a grand total, of capital created during the year, of \$15000 72.

In order to point out more clearly the total value of the property and effects realized in the settlement, from the time at which I was placed in charge of the Colonization of the Elgin Road, 2 years and 8 months ago, I will take the liberty of referring you to my Annual Report of last year, from which the following statistics have been extracted, which, added to the quantity of produce harvested during 1861, will give the following result:—

Products of Agriculture and Manufactures in 1861..... \$8,436 72

Farm Cattle:—

38 Horses, valued at \$50 each	\$1,900 00
16 Oxen, " 25 do.	400 00
40 Cows, " 20 do.	800 00
5 Steers, " 15 do.	75 00
43 Sheep, " 2 do.	86 00

3,261 00

Landed Property:—

4 Saw Mills, valued at	1,800 00
62 Houses, valued at \$50 each	3,100 00
80 Barns or Stables, \$25 do.	2,000 00
969 1/2 Acres cleared Land, at \$12 per acre	11,631 00
731 1/2 Do. (<i>abattis</i>) slashed timber, at \$8 per acre	5,850 00

Total value of the Settlers' property and effects. \$36,078 72

This remarkable result, obtained in a locality which, but three years ago, was an untouched forest, is a convincing proof of the happy effect produced by the Free Grant system upon colonization, and leads us to trust confidently in the future, in view of the organized exertions of the Government in favour of colonization, and the patriotic efforts of some political men, seconded by the press of all parts of the country.

Moreover, I submit annexed, a comparative statement in detail, of the progress of

ELGIN COLONIZATION ROAD.

settlement on the Elgin Road during the years 1859, 1860, and 1861, showing the property and effects realized during that time. This will enable you to see at a glance, without further research, the results which have been obtained.

STATEMENT shewing the progress of Colonization on the Elgin Road, during the years 1859, 1860 and 1861.

Years.	Lots granted, to 31st December.	Resident Families.	Total Population.	Head of Cattle.	Clearings.			Buildings.		
					Under cultivation or in pasture.	"Abattis," Shaded Timber.	Total.	Houses.	Barns, &c.	Total
1859	183	24	144	45	457½	252	709½	24	4	28
1860	238	44	238	95	841	616½	1457½	53	41	94
1861	250	73	369	142	969½	731½	1700½	62	80	142

Grains.		Results.				REMARKS.
Seed.	Crop.	Value of Agricultural Products.		Value of Manufacture Products.		
		\$	cts.	\$	cts.	
195	1672½	910	80	13,706	00	
866½	5155½*	3,291	30	20,773	70	Increase of \$10,586 20 over 1859
869½	9589	5,328	72	27,489	00	Increase of \$9,884 72 over 1860. Shewing an increase, in two years over 1859, of \$20,470 92

* Two-thirds of the crop completely destroyed by frost.

Owing to the short time which has elapsed since the opening of the Taché Road through the Districts of Garneau, Lafontaine and Chapais, I am unable to make a Special Report with reference to them; but I trust that the statistics of the Elgin Road, which I have given above, will serve as a substitute, as they furnish proof of solid progress in that direction, only however until colonization has become developed upon the new road placed under my care.

With regard to the Elgin Road, there remain still 5 miles to complete before reaching the Provincial Line. As there are some families settled upon this unopened portion of the road, and as all the lots are granted, I would respectfully recommend that a sum of \$2,500 be appropriated for the opening and completion of this road during the approaching summer.

In conclusion, you may rest assured, Sir, that I am using every exertion to forward the interests of colonization in that part of the country which has been assigned to my care.

I have the honor to be,

Your obedient servant,

(Signed,)

STANISLAUS DRAPEAU,
Agent of the Taché and Elgin Roads.

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Roads.

REPORT

ON THE

MATANE AND CAPE CHAT

COLONIZATION ROAD.

RIMOUSKI, 18th January, 1862.

To the Honorable the Commissioner of Crown Lands:

SIR,—I have the honor to submit for your consideration, this my general report, which contains all the information which I consider it my duty to furnish, in order that you may be enabled to form a correct idea of the numerous advantages resulting from the system of Free Grants and from the opening of Colonization Roads by Government in this part of the Province.

Annexed will be found statements of the progress of colonization on the lands situated between Matane and Cape Chat, in the three districts crossed by the road between these two points, and on the Metis section of the Kempt Road. In order that you may be enabled to judge at a glance of the nature of this progress, I purpose analyzing it in the following manner, viz:—

The number of settlers established on the Matane and Cape Chat Road, on the 31st December last, was 67, all natives of Canada and agriculturalists, hailing principally from the surrounding parishes. We find among them, heads of families in easy circumstances, who have taken advantage of the Free Grant system on this road to establish their children there, as the paternal property was not sufficiently large for the settlement of the whole family, and they actually take such interest in the success of their children that in many cases they have gone to reside among them, in order to alleviate the toilsome labor of beginning the work of colonization and to facilitate their operations. The number of settlers in possession of lots, but not settled upon them, was 61 at the same date. Of this number, 4 are in possession of lots which cannot be granted as Free Grants, on account of their importance, as they contain water powers and fishing grounds. They will be sold according to the rules of the Department, at the ordinary price charged for Crown Lands, adding a price for the said water powers and fishing grounds which will be established by valuation.

The population at the same date numbered 333 souls, all professing the Catholic religion. The number of buildings was 56 houses and 1 chapel; also two saw mills in course of construction. I may perhaps be permitted to draw your attention to that portion of the law which renders the immediate erection of a house obligatory upon the settler. I have found frequently this requirement very difficult to meet, on account of the danger of fire. The settler who is free from this requirement generally builds a hut, which serves him for the first few years, and only builds his house when the danger of fire has disappeared. Several located settlers have not yet built their houses, but, in the meantime, they reside with families already established there, thus becoming entitled to the exemption from building.

781 acres of land have been cleared and placed in a state of cultivation, also 705 acres have been slashed ("en abattis.") A tract of 476 acres has been sown this year, and the following has been the produce of the crops:—

MATANE AND CAPE CHAT COLONIZATION ROAD.

Wheat, 640 minots, valued at \$1.50 per minot...	\$960 00
Rye, 804 " " 1.00 " ...	840 00
Barley, 2,499 " " 50 " ...	1,249 50
Peas, 150 " " 1.20 " ...	180 00
Oats, 504 " " 40 " ...	201 60
Potatoes 3,211 " " 30 " ...	963 30
Turrips—50 minots valued at 80 cents per minot.	\$15 00
Hay—675—100 bundles " \$5.00 per 100 bdl.	33 75

Total value of the Crop..... \$4,443 15

The manufacture of Maple Sugar, in the Spring of 1861, reached the figure of 4,225 lbs. @ 10c. per lb.....	\$422 50
Codfish, caught by the settlers during the season, 667 barrels;	
1st Salt, sold at \$2.00 per barrel.....	1,334 00
116 barrels Fresh, sold at \$1.00 per barrel.....	116 00

Cattle of different kinds belonging to the settlers—	
Horses.....	27
Milch Cows.....	40
Young Oxen and Heifers.....	22
Sheep.....	159
Pigs.....	147
	<u>395</u>

Pounds of Wool, 250, with which were manufactured :	
Fulled Cloth.....	223 yards
Flannel.....	98 do

The crop this year among the settlers produced but little, in consequence of the general destruction of the grain sown, by the fire which originated in the slashed timber, (abattis) during the month of May. The quantities contained in the above statistical statement, are, with a few of the settlers, but the product of a second sowing; and with others, the small quantity saved from the fire. There is no doubt that the crop would have yielded abundantly, and would have been highly remunerative, had the settlers been spared from this misfortune, which befel them. Nevertheless, many of them hope to find in their crop sufficient grain to meet the requirements of the current year.

In addition to the industrial branches usually attended to in all new settlements, we must add the cod-fishery; this fish being plentiful all along this fine coast. You will have remarked, by the statement furnished above, that the settlers sold codfish of the value of \$1,450, equal to an average of \$21 for each settler. This is a valuable resource, as it is the result of work which is done during the season immediately following seed time, and before the harvest.

The average yield of grain and other produce from the clearings of this tract, has been something more than \$66 in value to each family, the yield of maple sugar about \$6, and the revenue derived from the increase of cattle, (according to my calculations) say \$25. The whole of this, added to the yield of the fisheries, will form an average revenue of \$119 per each family; of course, irregularly distributed among the settlers.

When we consider that out of this small revenue, they have nothing to pay for rent and firewood, that other small necessaries of life are occasionally earned by themselves by working in the neighboring parishes, and that the value of their labor is accumulating continually on their land, in the form of improvements upon an established inheritance, I think we can safely conclude, that colonization on such conditions, is assured of a successful future.

At the two extremes of the road, in the districts of Cherbourg and Romieu, colonization has progressed in a greater degree than in the central districts of Dalibert. This anomaly is easily accounted for. The two former districts are in the vicinity of

the two old settlements of Matane and Cap Chat, where trade and manufactures have contributed largely to their progress, more particularly on account of their easy means of communication with Saw and Grist Mills. The district of Dalibert being in a more isolated position, does not possess these advantages; moreover, the bad condition of the road has been one of the principle causes of this retardment. At the present moment the road is in good repair, activity is apparent in every direction, the clearings are becoming rapidly enlarged, and I have reason to hope that between this and the spring, I will be in a position to submit facts, which will prove that the progress of the settlement has been satisfactory. On every part of the road, the soil is of a quality which renders it fit for cultivation, and the climate is well adapted to the production of all kinds of grain.

The 61 persons who are in possession of lots, but who are non-residents, live in the parishes in the vicinity of Matane and Cape Chat. Several of these continue vigorously to increase the clearings commenced last year, and have expressed their intention to take up their residence there in the spring. Others, but happily a very small number, appear to preserve their claim upon them, merely for speculation. I am watching them closely, and have already informed them, that if they fail to conform to the spirit and conditions of the law, their lots will be resumed without further notice.

I am happy to be able to report that perfect harmony exists among the settlers established upon this road, and that, at the present moment, no single case of disputed land claim exists.

The settlements on the Metis section of the Kempt Road, have also progressed in a remarkable degree. These new settlements in the interior, however, are subject to a scourge from which the establishments on the sea shore are spared. The latter have the advantage of the sea breeze, while the former are subject to heavy frosts. The limited extent of the clearings, in the new forest settlements, prevents a free circulation of currents of air, thus, when the atmosphere is still; very frequently at certain seasons of the year, during the night, when the air is laden with moisture which arises from a soil not yet thoroughly drained, the frosts cause serious damage to the growing crops. This occurs in all settlements similarly situated, and on that account we find that the settlers give more of their attention to the cultivation of hay crop, for which there is a ready market in the neighbouring parishes.

I submit the following recapitulation of agricultural products, extracted from statement No. 4, herunto annexed, shewing the state of colonization on this latter road:

The area of cleared Land is	-	-	-	-	215 acres
“	“	in a state of preparation	-	-	90 “
The number of acres cultivated in 1861 was	-	-	-	-	192 “
Which produced a crop of:—					
Wheat...160 minots, valued at	\$1 50	.....			\$159 00
Rye.....122 “	“	“	1 00	.....	122 00
Barley...570 “	“	“	0 50	.....	285 00
Peas.....28 “	“	“	1 20	.....	33 00
Oats....254 “	“	“	0 40	.....	101 60
Potatoes.590 “	“	“	0 30	.....	177 00
Turnips..115 “	“	“	0 30	.....	34 50
Hay...8,100 bundles	“	5 00 per 100 bundles.....			405 00
					\$1,317 70

Cattle belonging to the Settlers:—

Horses.....	10
Milch Cows.....	10
Young Oxen and Heifers.....	19
Sheep.....	39
Pigs.....	21
	—99

Wool, 73 lbs., with which were manufactured:—

Fulled Cloth.....	68 yards.
Flannel.....	24 “

MATANE AND CAPE CHAT COLONIZATION ROAD.

Settlers established 31st December, 1861.....	14
“ in possession of lots “	12
Total population.....	26
Number of Houses.	6

This settlement is older than the former one; thus we find, that in spite of the frosts, and the absence of fisheries, the average of the general result is greater than in the more modern settlement. Before closing the present report, it is proper that I should draw your attention to the want of a proper system of roads, suited to the requirements of these small isolated settlements which are scattered through the forest. This want is a great obstacle in the way of successful colonization. The maintenance of roads is here very difficult, even in the midst of the settled districts. I cannot, therefore, too strongly recommend the adoption of some efficacious system of roads, which would be in conformity to the wants of the settlers.

I must draw your attention to the applications for grants, made by settlers who wish to establish themselves on the new Matapédia Road, where a few squatters have located themselves, although the division lines are not yet surveyed. I have been prevented from giving my undivided attention to the new settlements, owing to the mission which you did me the honor to entrust me with, viz:—the exploration and location of that new portion of the Taché Road from the district of Pohénégamonk in the rear of Kamouraska, to the Matapédia Road. I have kept your Department informed of the nature and progress of three months' operations on that part of the road already traced, whereby I have laid out nearly 70 miles of new road through the forest, and through a fine practicable country.

The whole humbly submitted.

(Signed,)

J. B. LEPAGE,

Agent.

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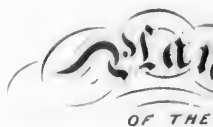
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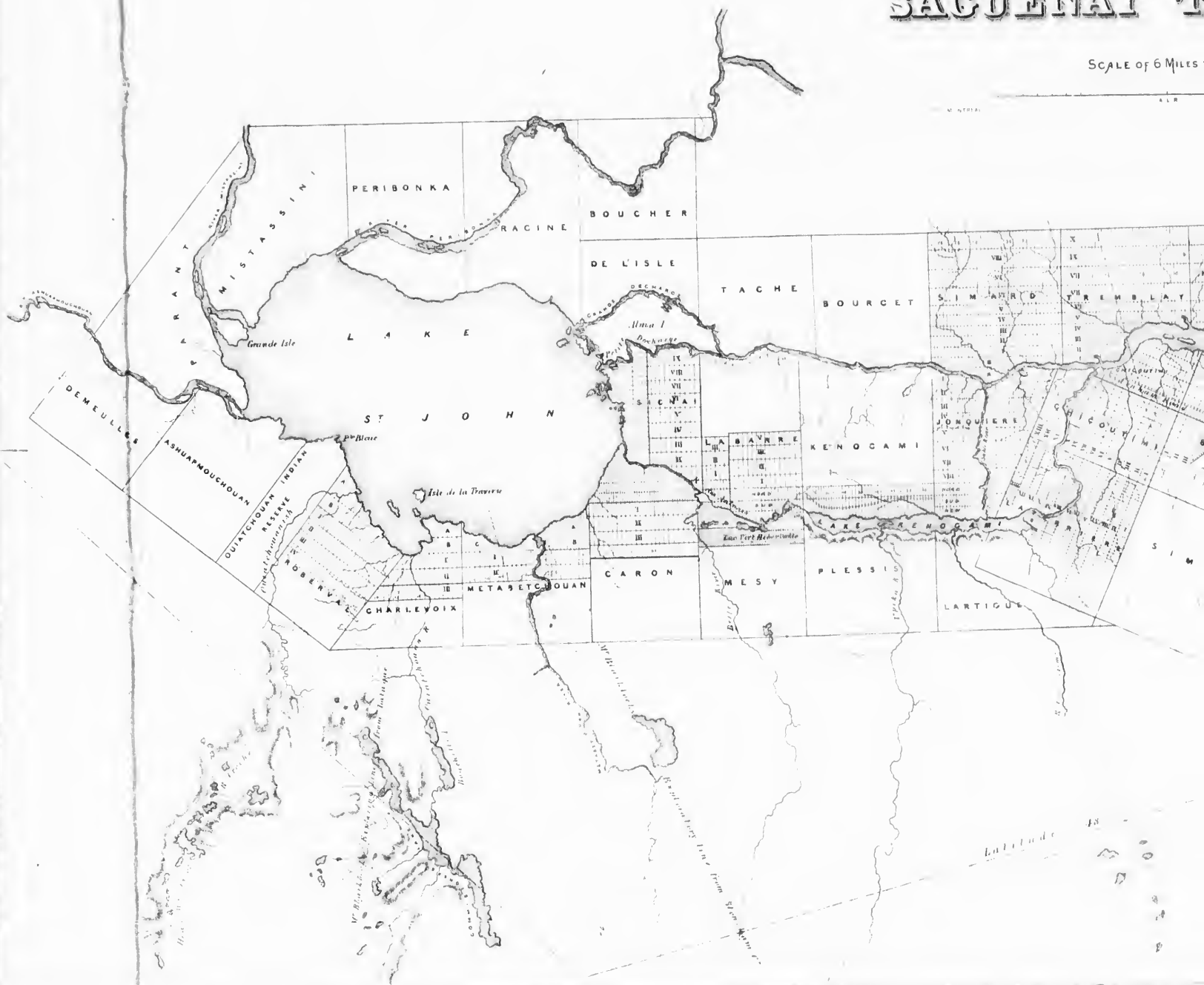
This Map is a trace of the manuscript Map of the Province of Canada compiled by Joseph Bouchette Esq^r Dep^y Surv^y Gen^l

A.L. Russell, Draftsman Surveying Branch Canada East.



SAGUENAY

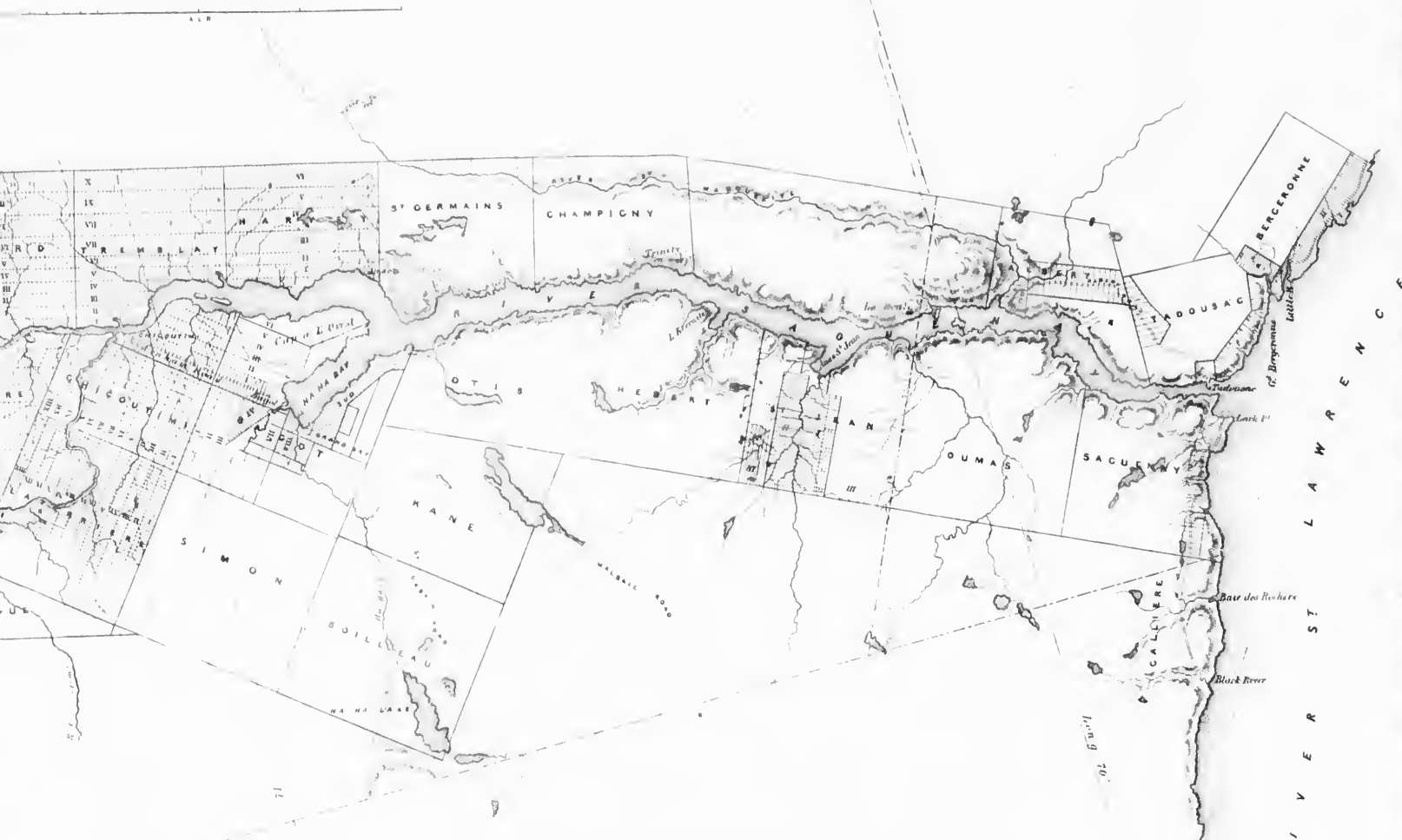
SCALE OF 6 MILES





SENAY TERRITORY

SCALE OF 6 MILES TO 1 INCH



Department of Crown Lands

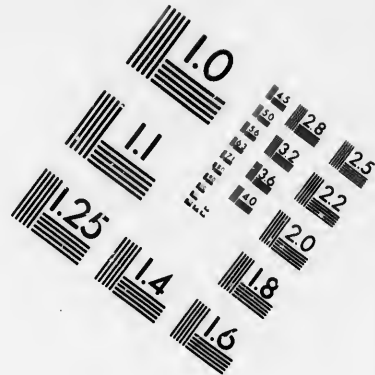
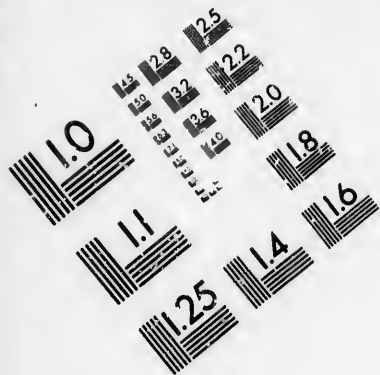
Surveying Branch, *in C.*
Joseph Beaudette
Dep. Surv. Gen.

Arthur Ross

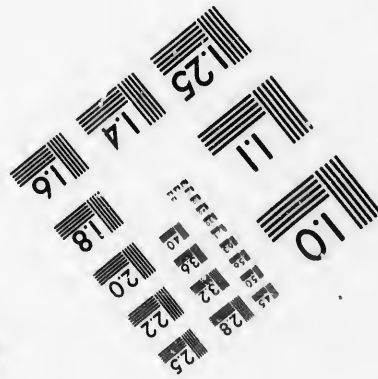
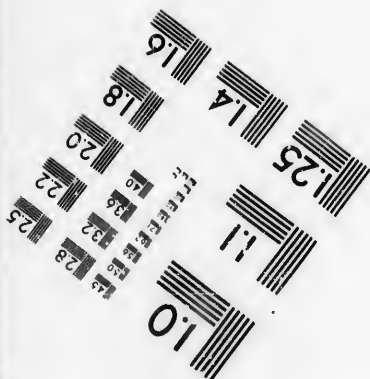
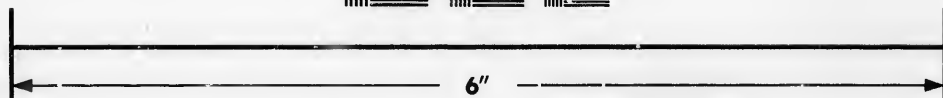
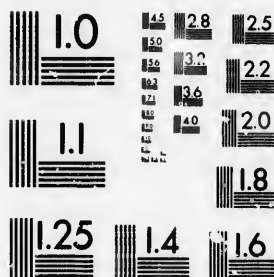
Asst. Commissioner

R I V E R S T L A W R E N C E





**IMAGE EVALUATION
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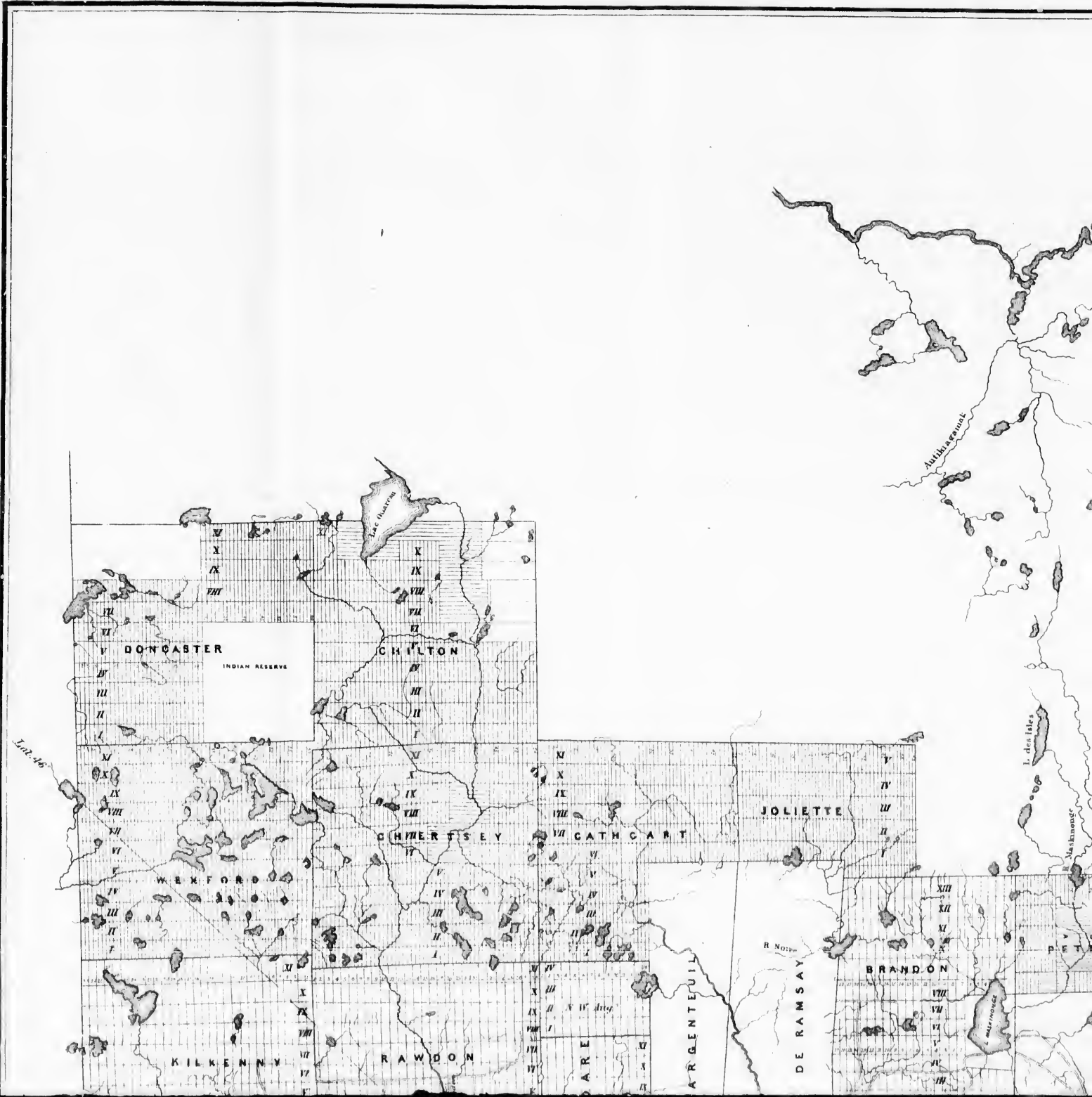
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Corporation**

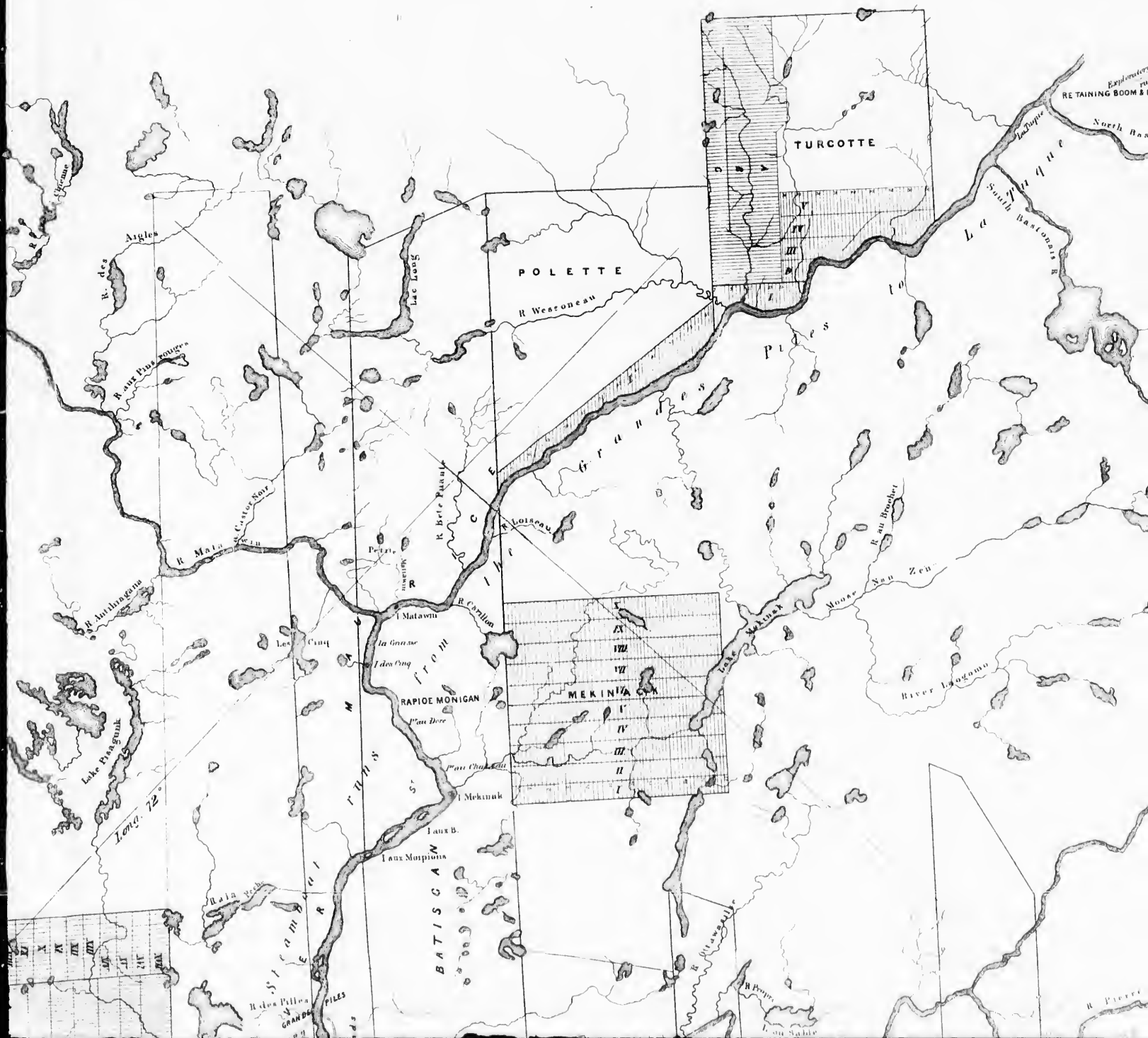
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WEBSTER, N.Y. 14580
(716) 872-4503

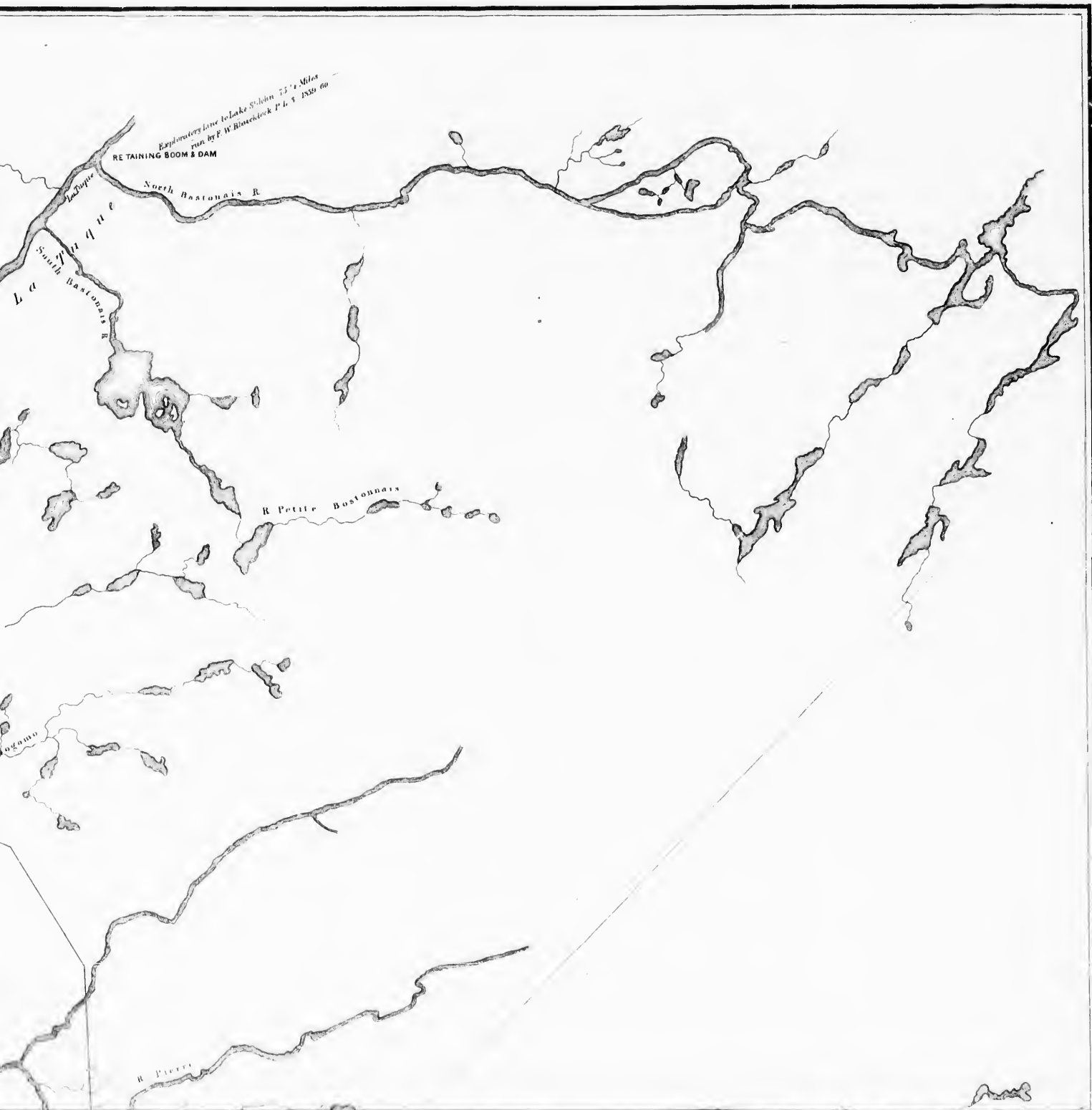
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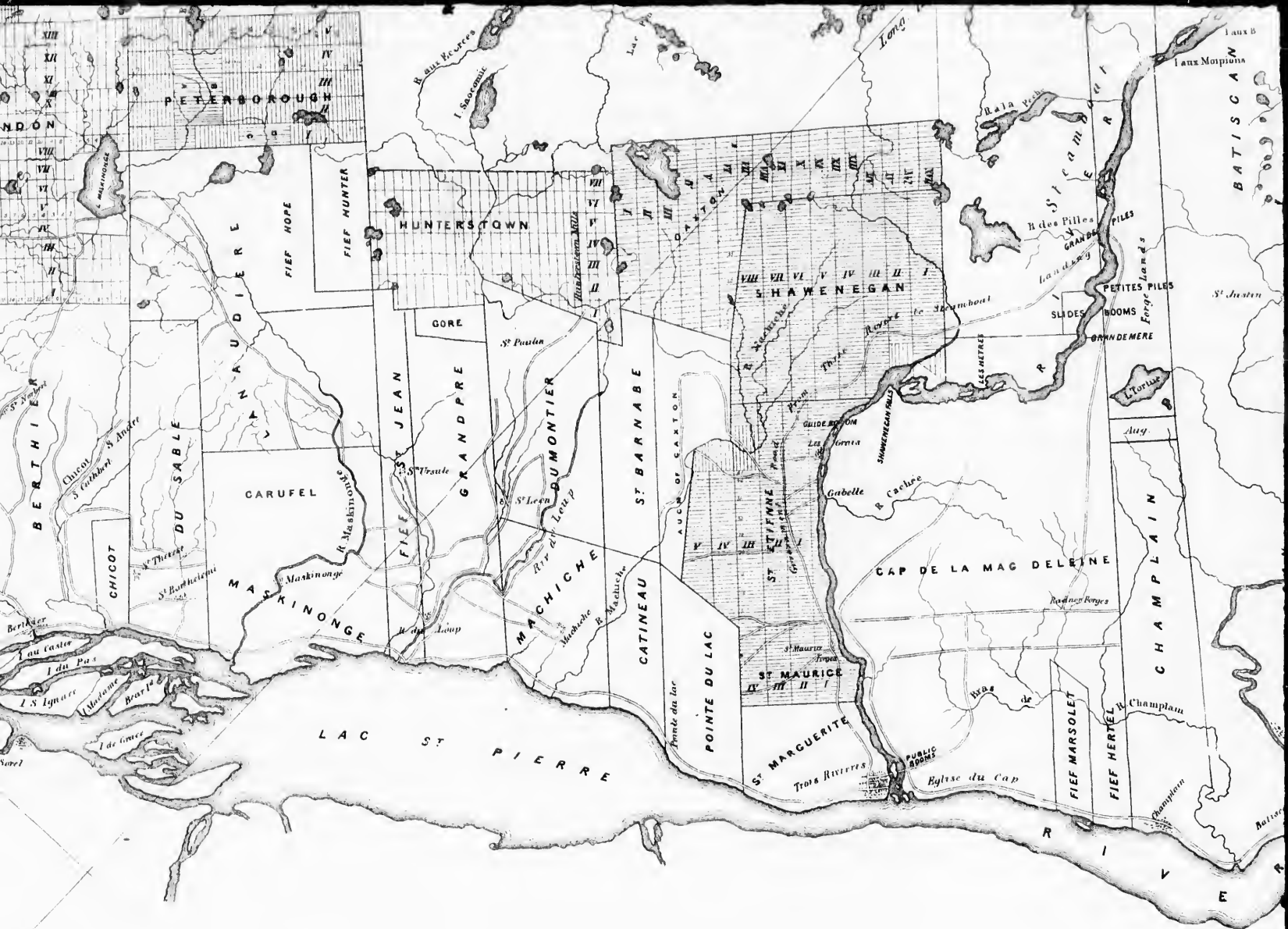








S. MAURICE



Plan

OF PART OF THE

MAURICE TERRITORY

Scale 4 Miles to 1 Inch

© MATTHEWS LITHO MONTREAL

Surveying Branch, L. C.,
 Joseph Bonchella,
 Dep. Surv. Gen.

Surveying Branch
 for Lower Canada

Department of Crown
 Quebec



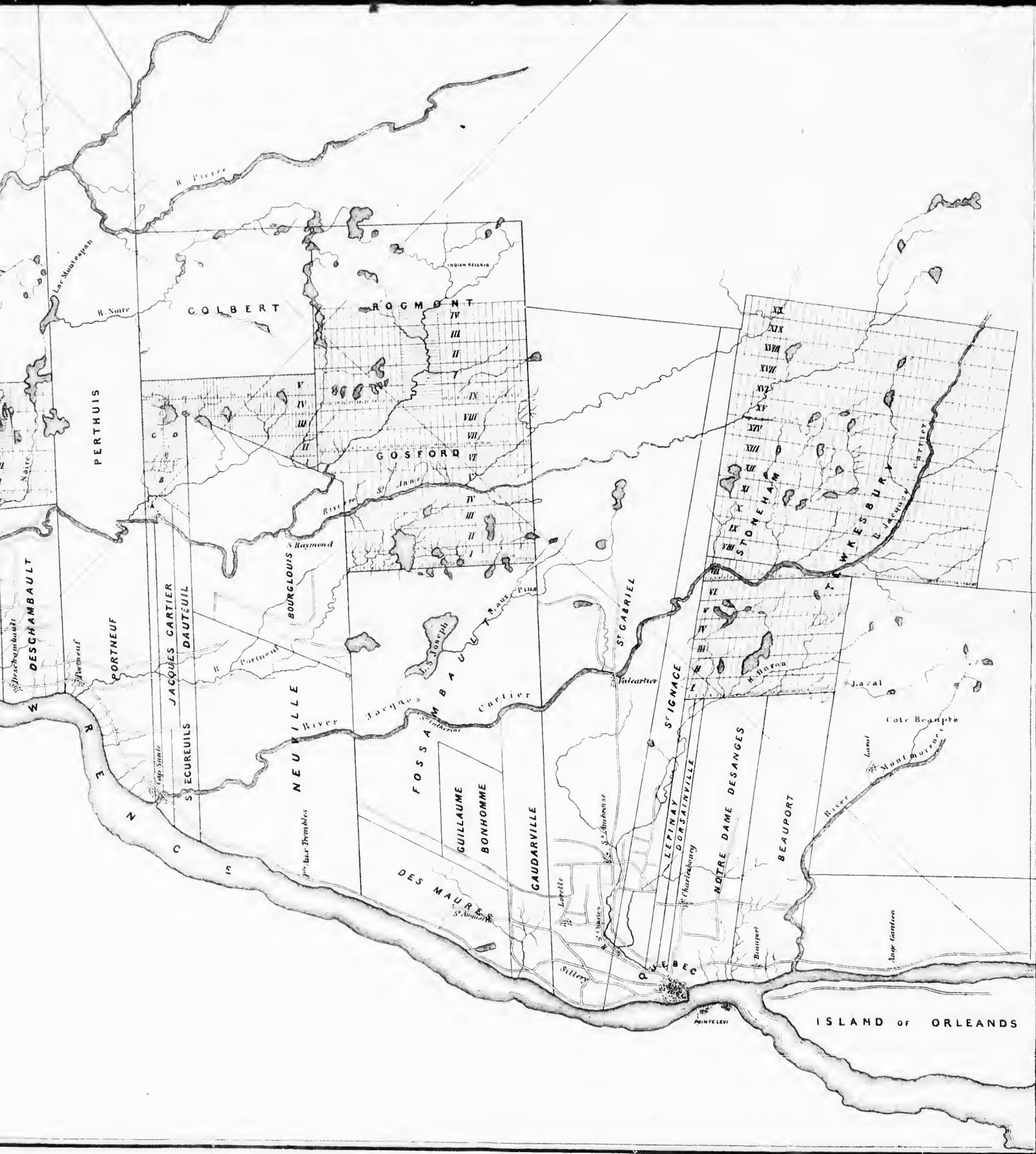
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Surveying Branch
for Lower Canada

Department of Crown Lands
Quebec March 1862.

J. C.
J. D. Bouchette,
Dep. Surv. Gen.

W. H. D. D. D.
Com. Crown Lands



ISLAND OF ORLEANS

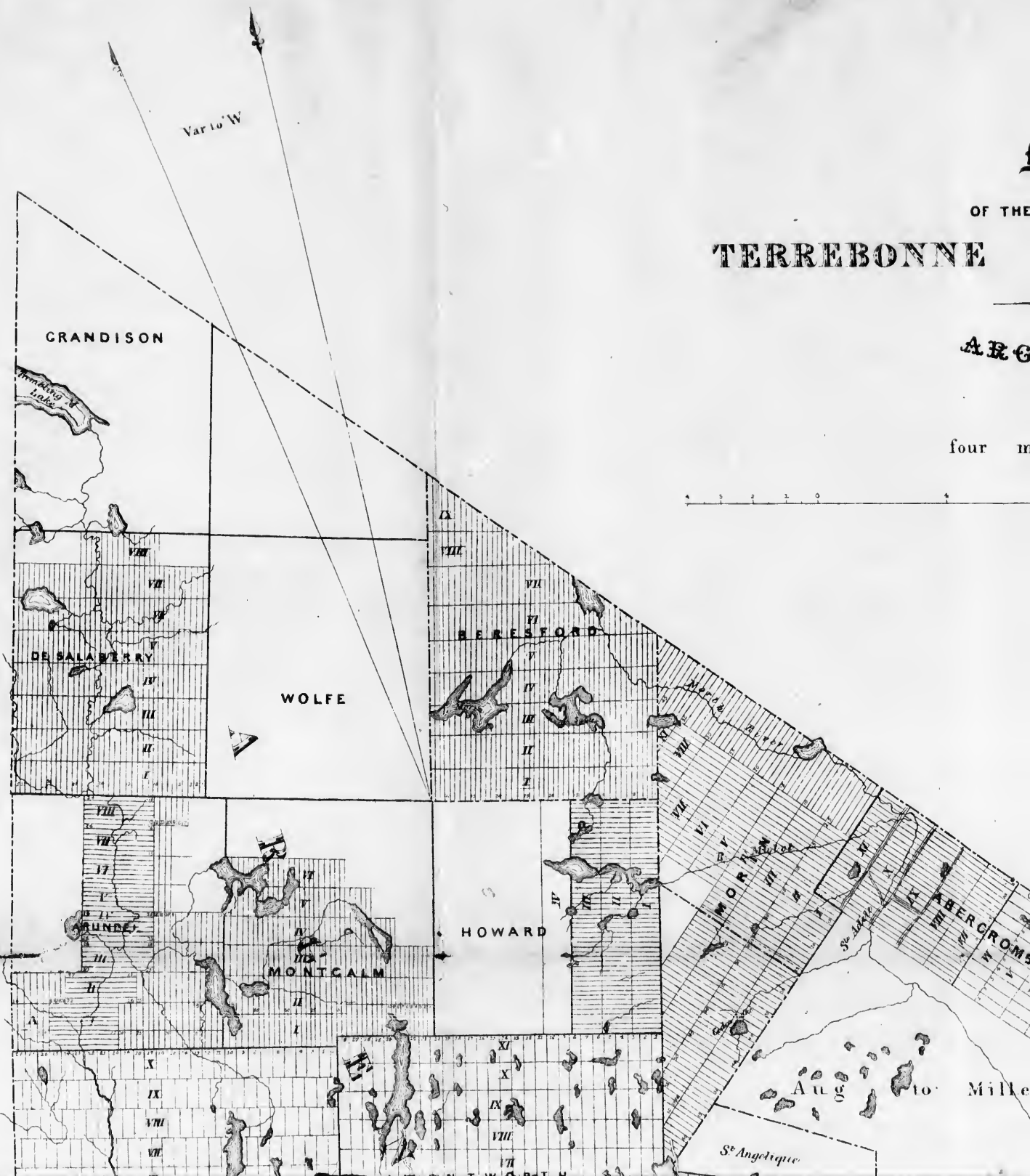
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Map

OF THE COUNTIES OF

EBONNE TWO MOUNTAINS

AND

ARGENTEUIL

St. Maurice Montreal

SCALE

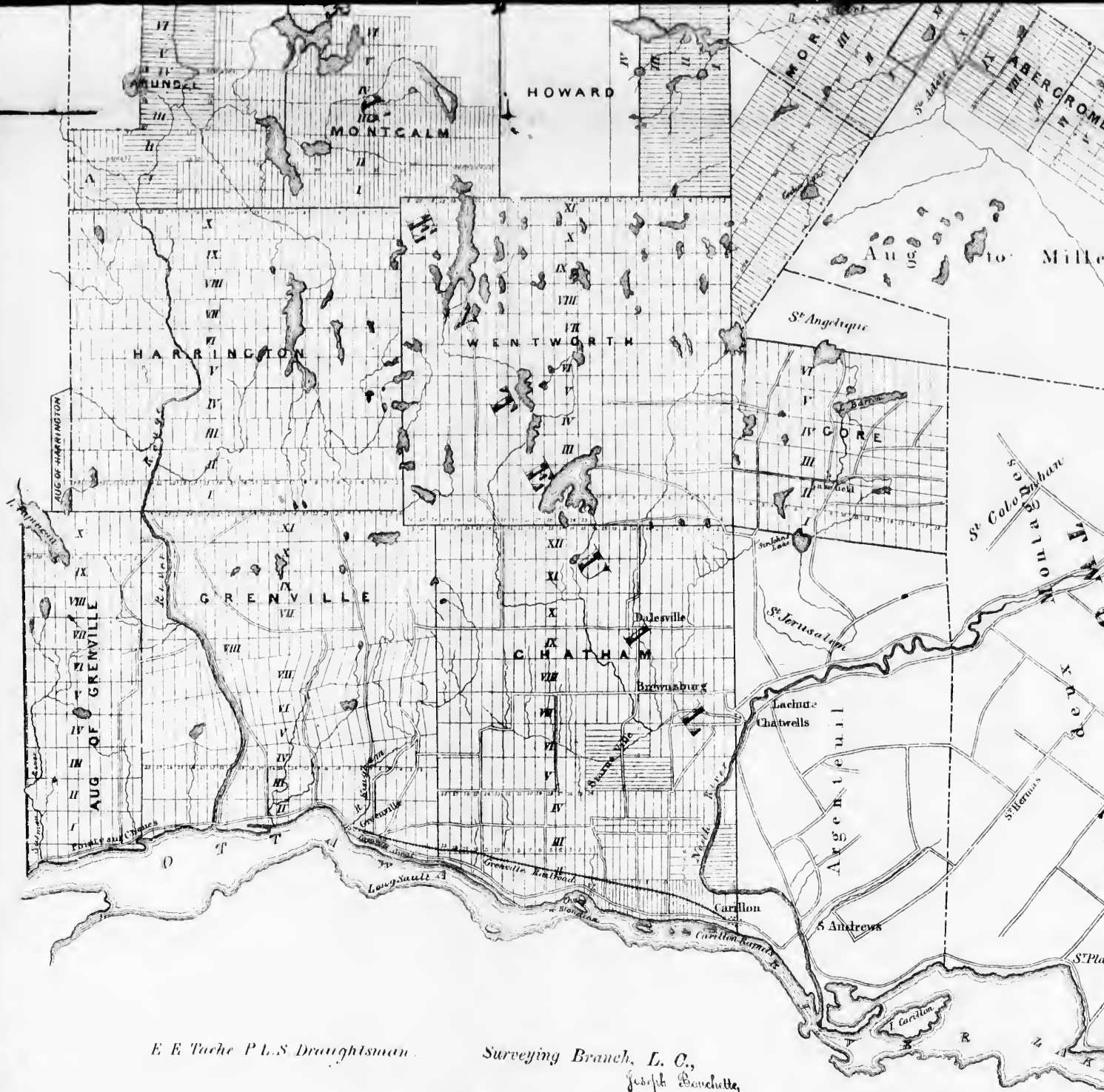
four miles to one Inch.



*Department of Crown Lands
Quebec 31. Dec 1861.*

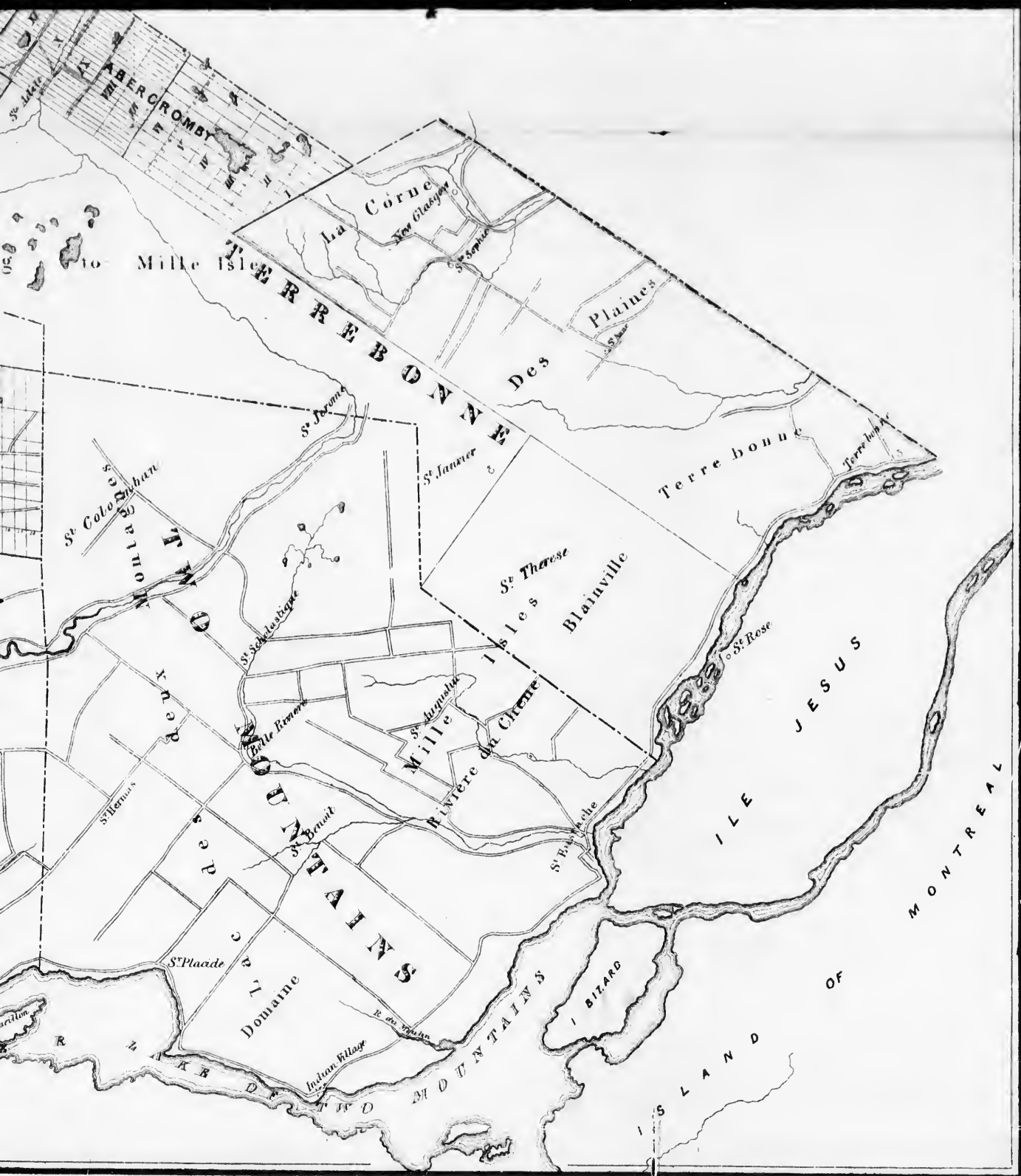
Assist. Commr.





E. E. Tache P.L.S. Draughtsman.

Surveying Branch, L. C.,
 Joseph Bonchette,
 Dep. Surv. Gen.



Mille Isles

TERRE BONNE Des Plaines

St. Colombe

St. Jerome

St. Theres

St. Rose

Mille Isles

Riviere du Clere

Ile des Montagnes

Blainville

Ile Jesus

BIZARD

Terre bonne

OF

MONTREAL

24



MAP
OF THE
COUNTIES OF
OTTAWA & PONTIAC
REPRESENTATION OF THE
COLONIZATION ROADS
EXISTING OR PROPOSED

REFERRED TO IN A. J. RUSSELL'S REPORT.

of 27th March



S D W

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ROADS

POSED

'S REPORT.



REFERENCES

ROADS MADE OR IMPROVED OR BEING SO IN 1861

SURVEYED OR EXISTING ROAD LINES PROPOSED TO BE

OPENED AND MADE

ROAD LINES IN SUITABLE LOCALITIES PROPOSED

TO BE SURVEYED AND OPENED

EXISTING ROADS

Note. The Surveys between the Gathmeu & the Rivière aux Lèvres are too con-
and imperfect to afford accurate Map



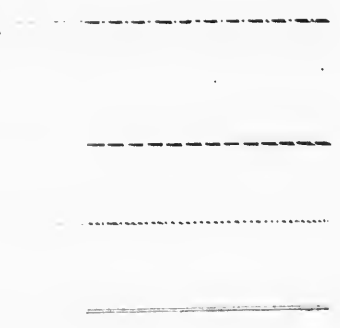
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IN 1861

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ONTARIO
OTTAWA & PONTIAC

EXHIBITING THE

COLONIZATION ROADS

EXISTING OR PROPOSED

REFERRED TO IN A. J. RUSSELL'S REPORT.

of 27th March

1862



ONTARIO

1873

ROADS

CLOSED

'S REPORT.

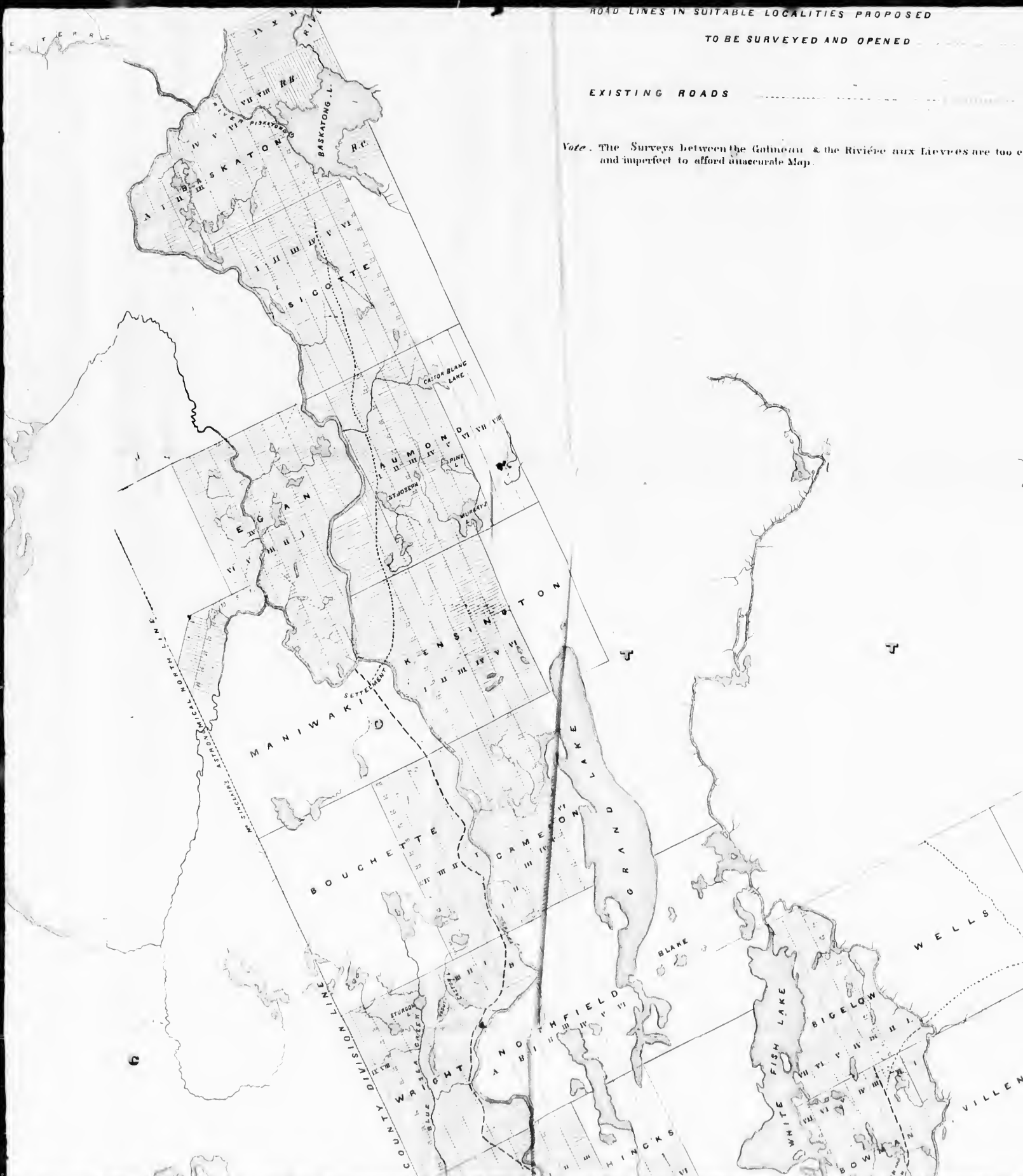


ROAD LINES IN SUITABLE LOCALITIES PROPOSED

TO BE SURVEYED AND OPENED

EXISTING ROADS

Note. The Surveys between the Gatineau & the Rivière aux Lièvres are too e and imperfect to afford an accurate Map.



PROPOSED
OPENED

Rivière aux Lièvres are too contradictory





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BEAR RIVER

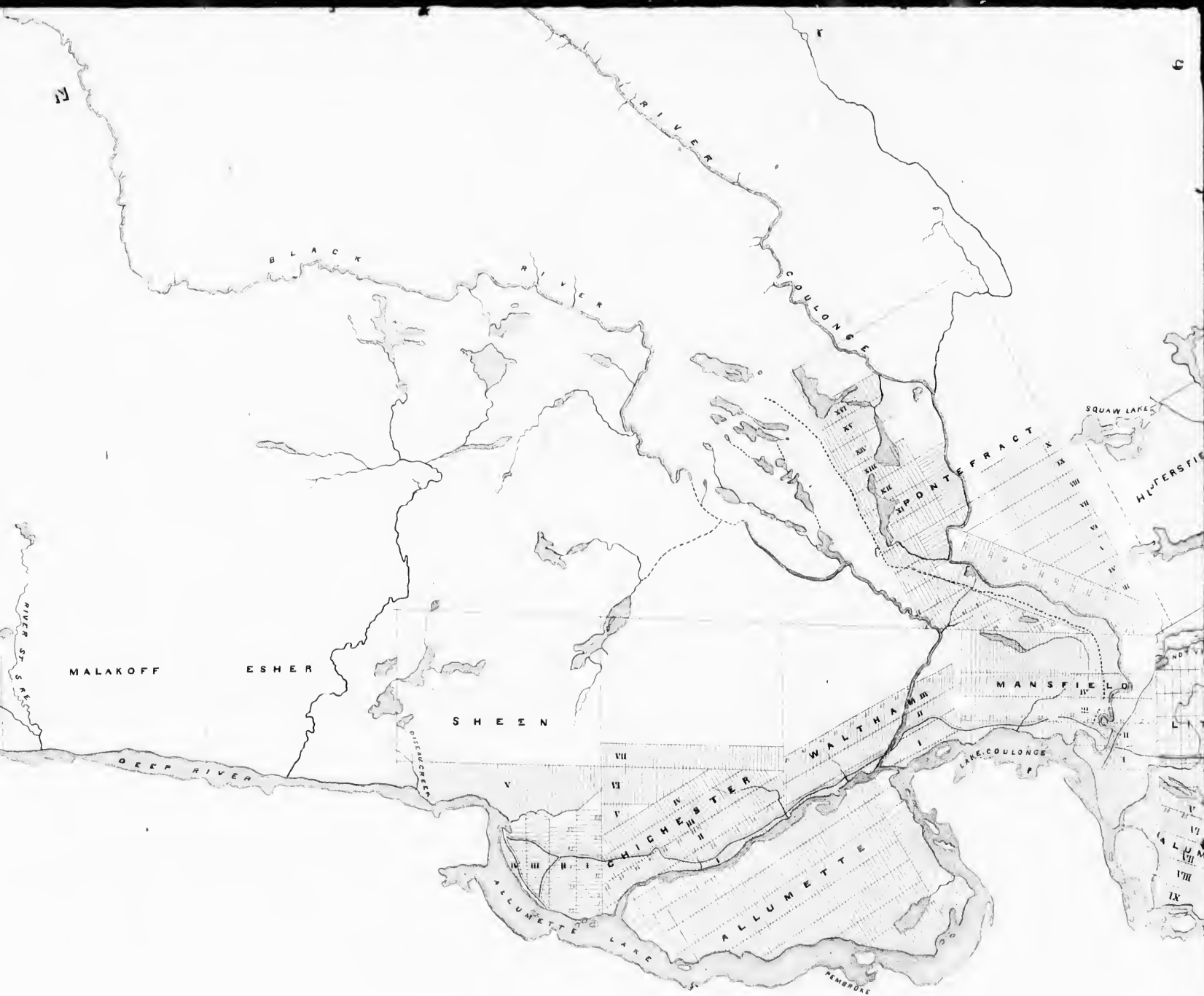
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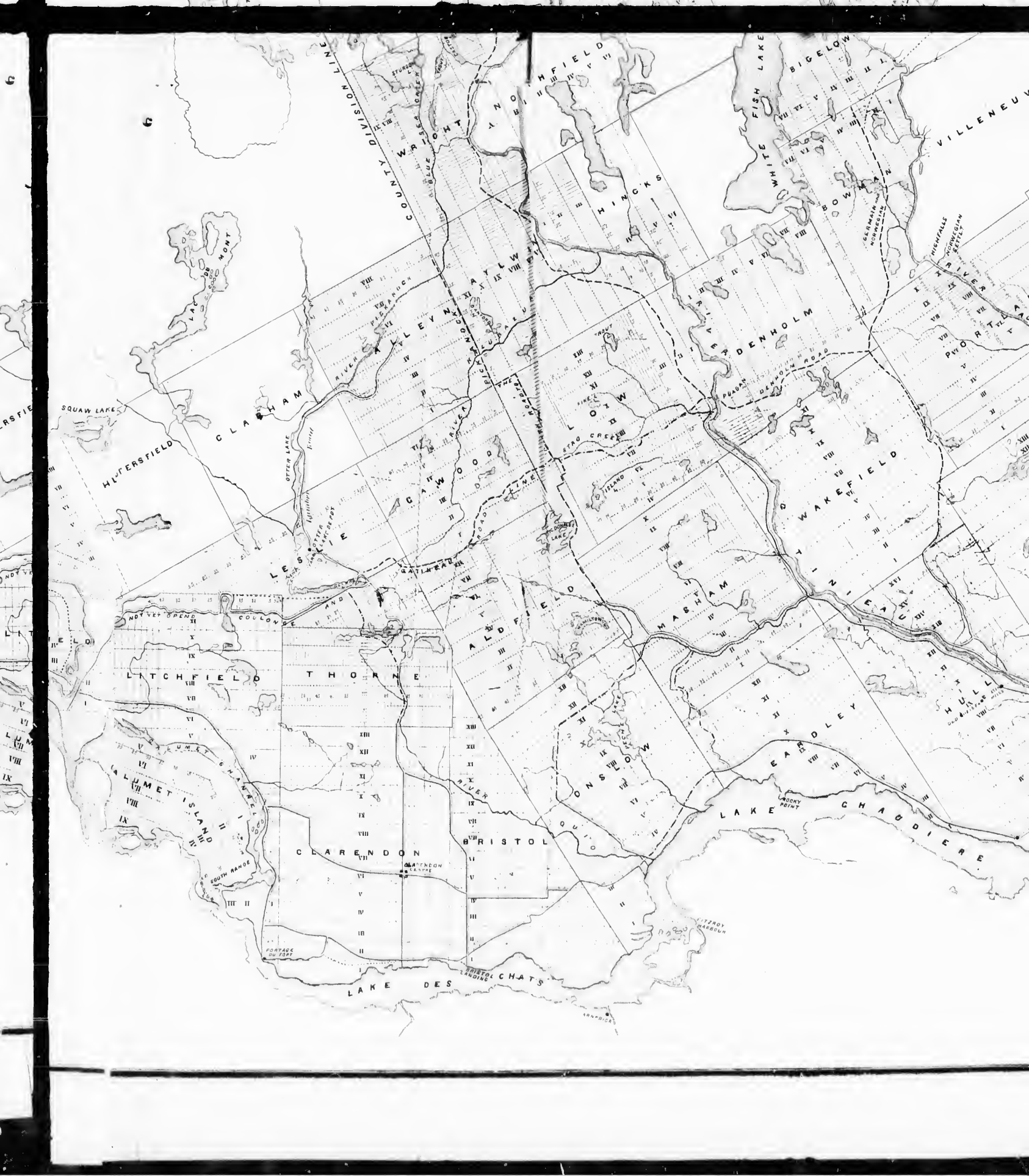
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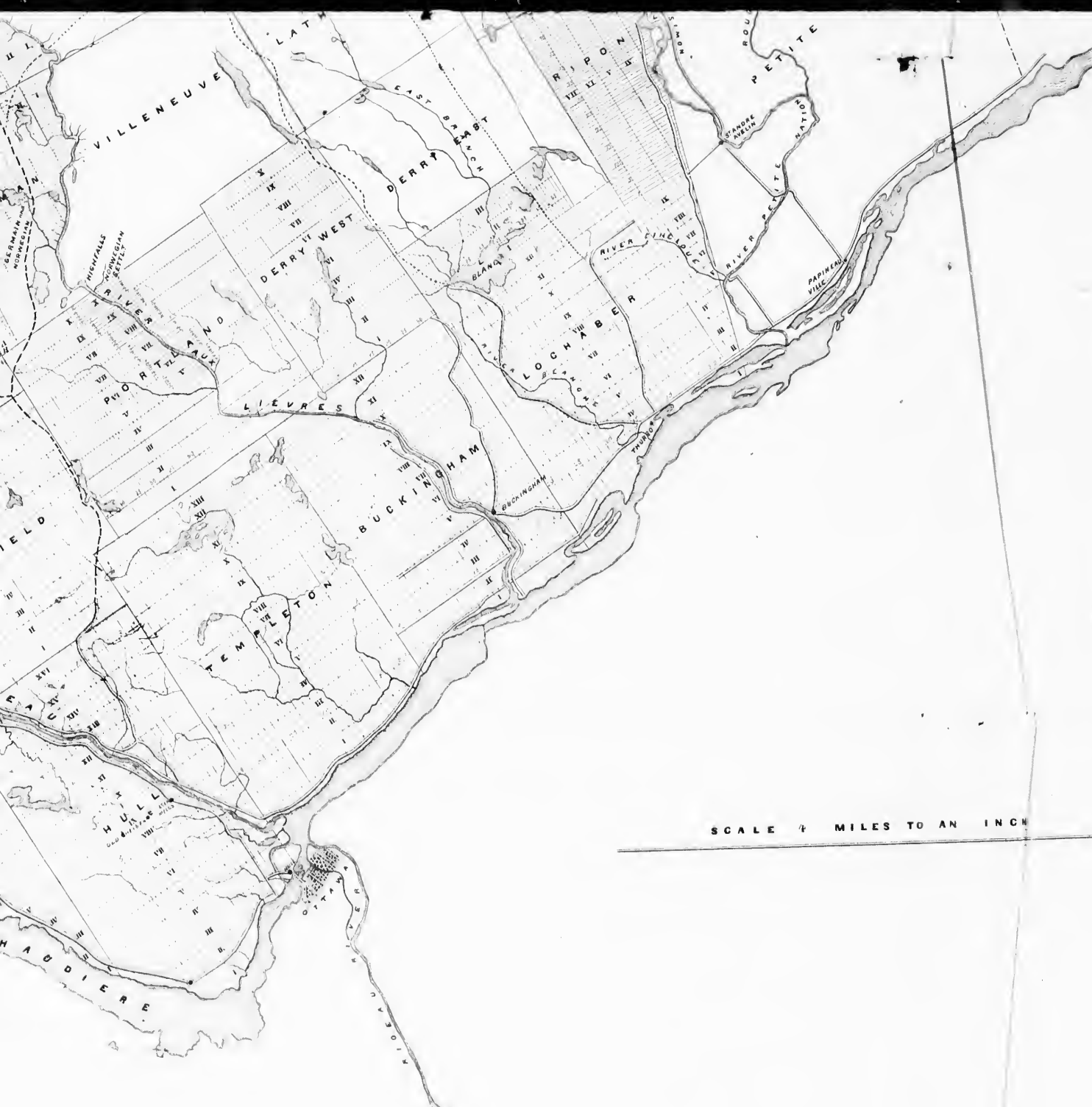
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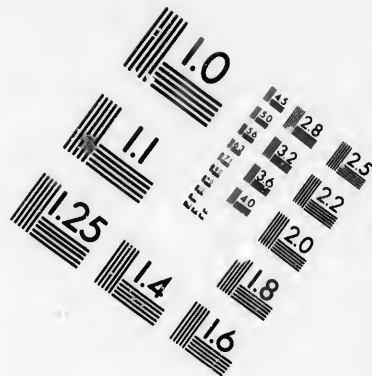
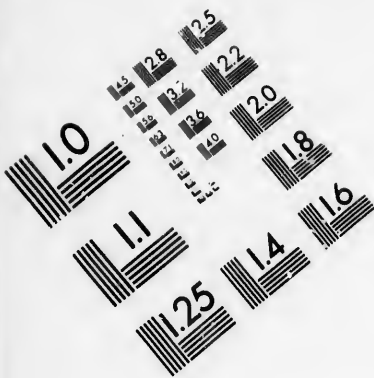




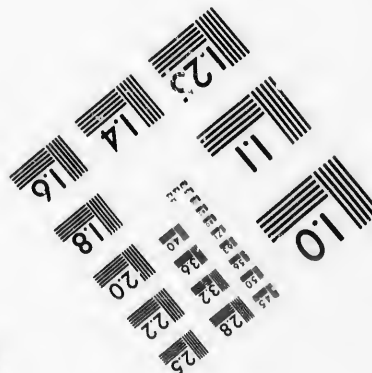
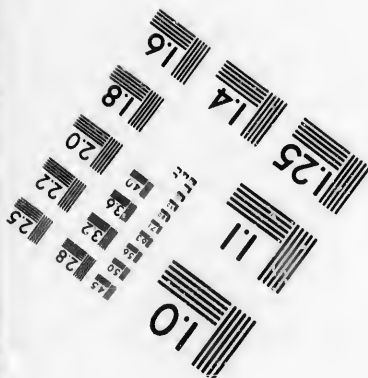
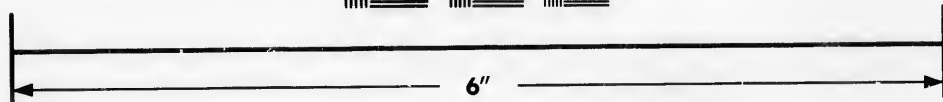
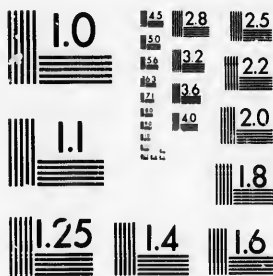
SCALE 4 MILES TO AN INCH







**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
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23 WEST MAIN STREET
WEBSTER, N.Y. 14580
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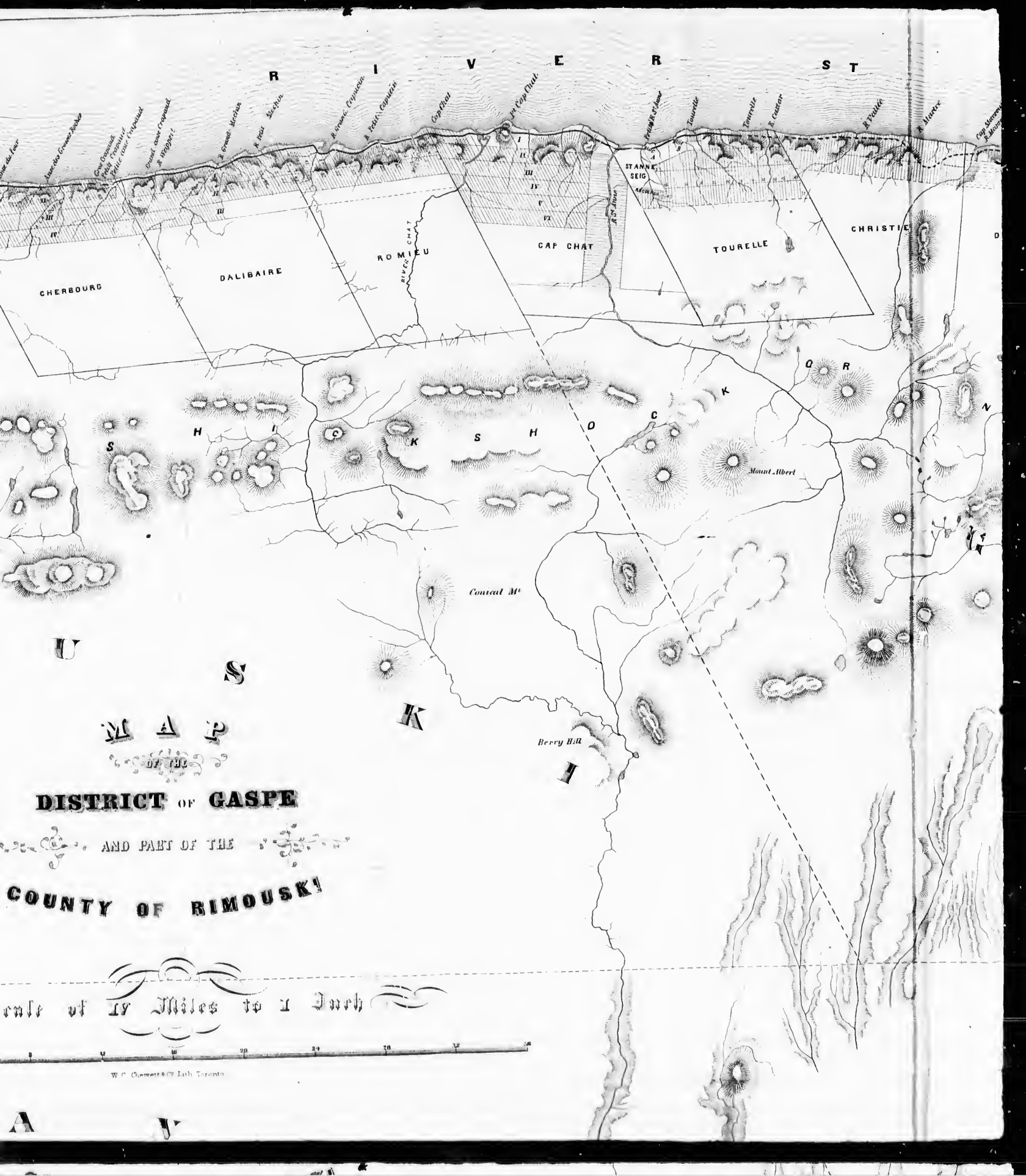
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DISTRICT

AND PART
COUNTY OF

Scale of 1/4



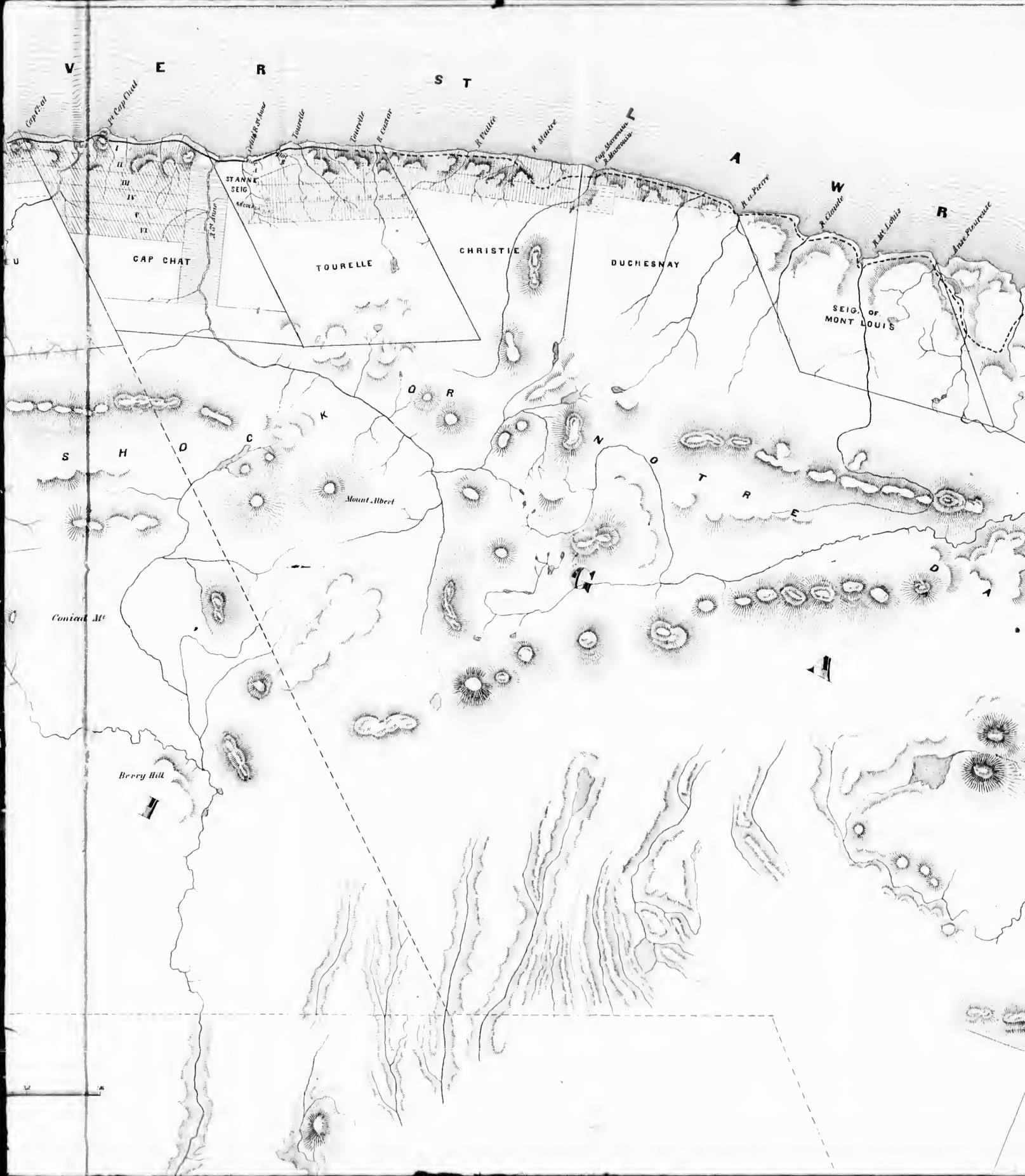
MAP
OF THE
DISTRICT OF GASPE

AND PART OF THE

COUNTY OF RIMOUSKI

Scale of 1/4 Miles to 1 Inch

W. C. Clement & Co. Ltd. Toronto





Région de la St. Lawrence

G. OF ST LOUIS

TASCHEREAU

Région de la St. Lawrence

SEIG. or GRANDE VALLEE DES MONTS

Grande Vallée R.

Petite Vallée R.

St. Lawrence R.

SIDENHAM NORTH

Maison de Louvre

Arce au Pecton

Little Five R.

Great Five R.

Arce au Gouffon



Scale of 1/4 M

W. C. Chewett & Co

B O N A W

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Bay of Ristigouche



RIVER

RISTIGOUCHE

Compton

DALHOUSIE

N E W B R U N S W I C K

Department of Crown Lands
Quebec 31 Dec 1861.

Surveying Branch, I. O.,
Jacob Bouchette,
Dep. Surv. Gen.

Amos Russell
Asst. Commissioner.

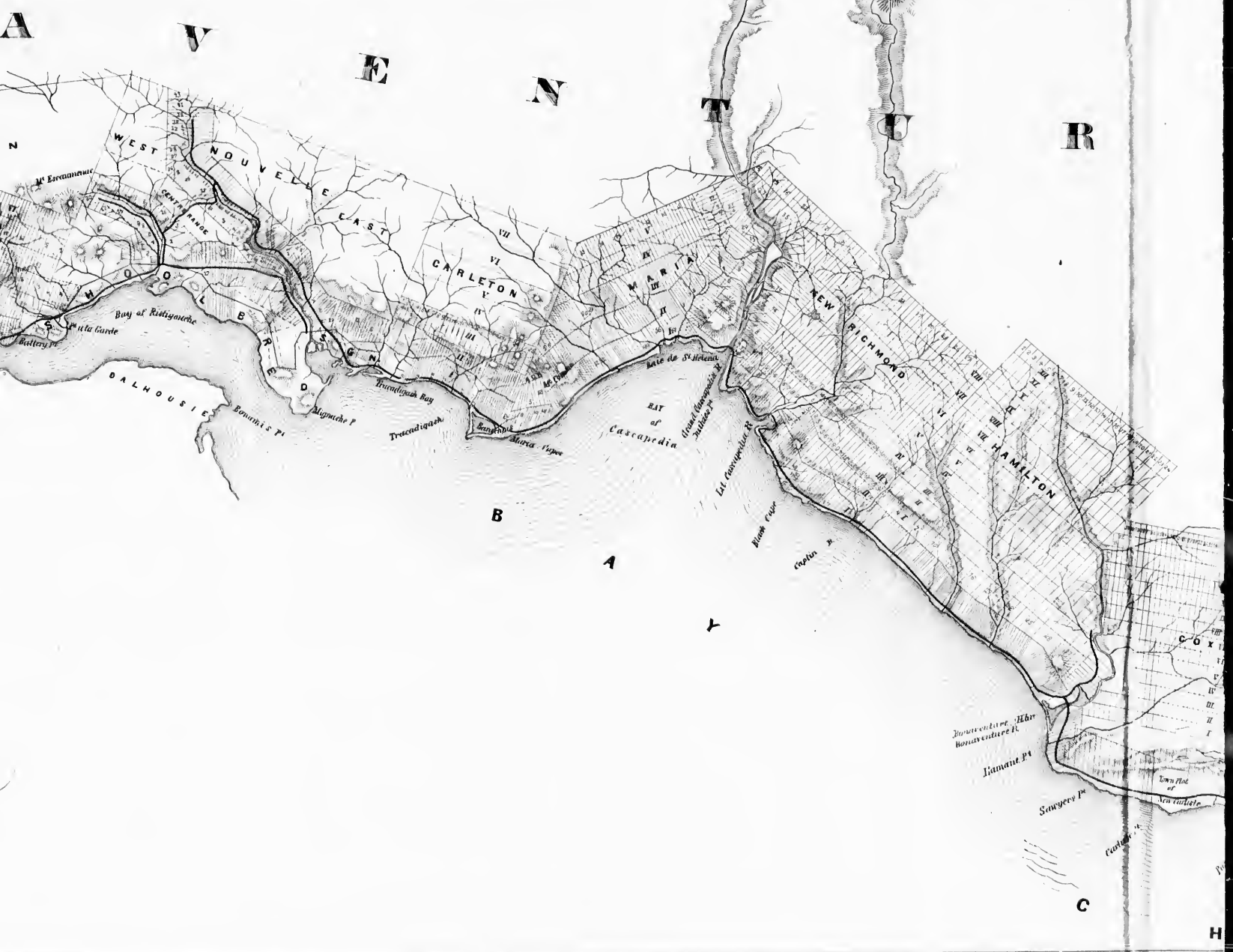


COUNTY OF RIMOUSKI

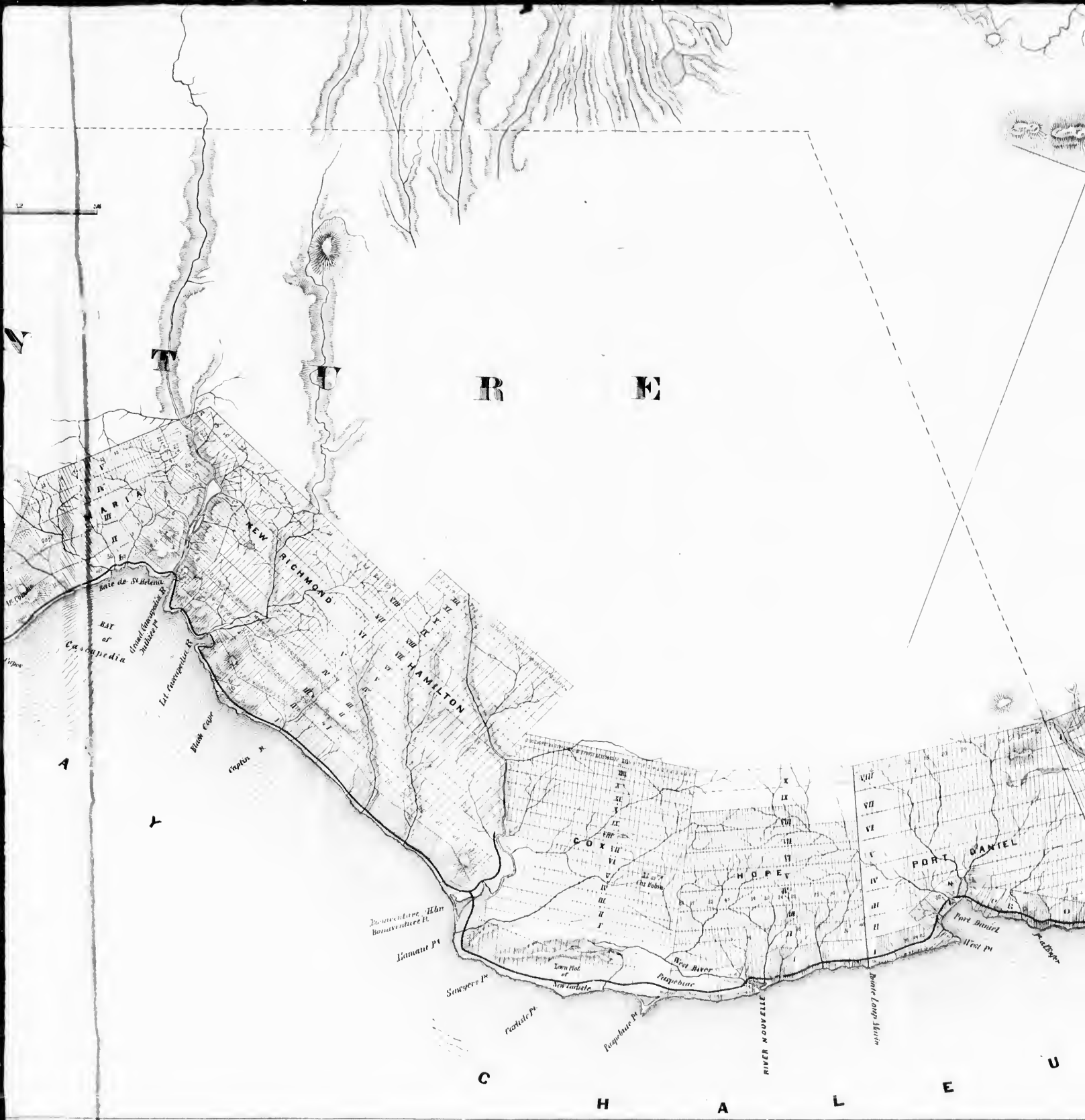
Scale of 19 Miles to 1 Inch



W. C. Chewett & Co. Lith. Toronto



T U R E

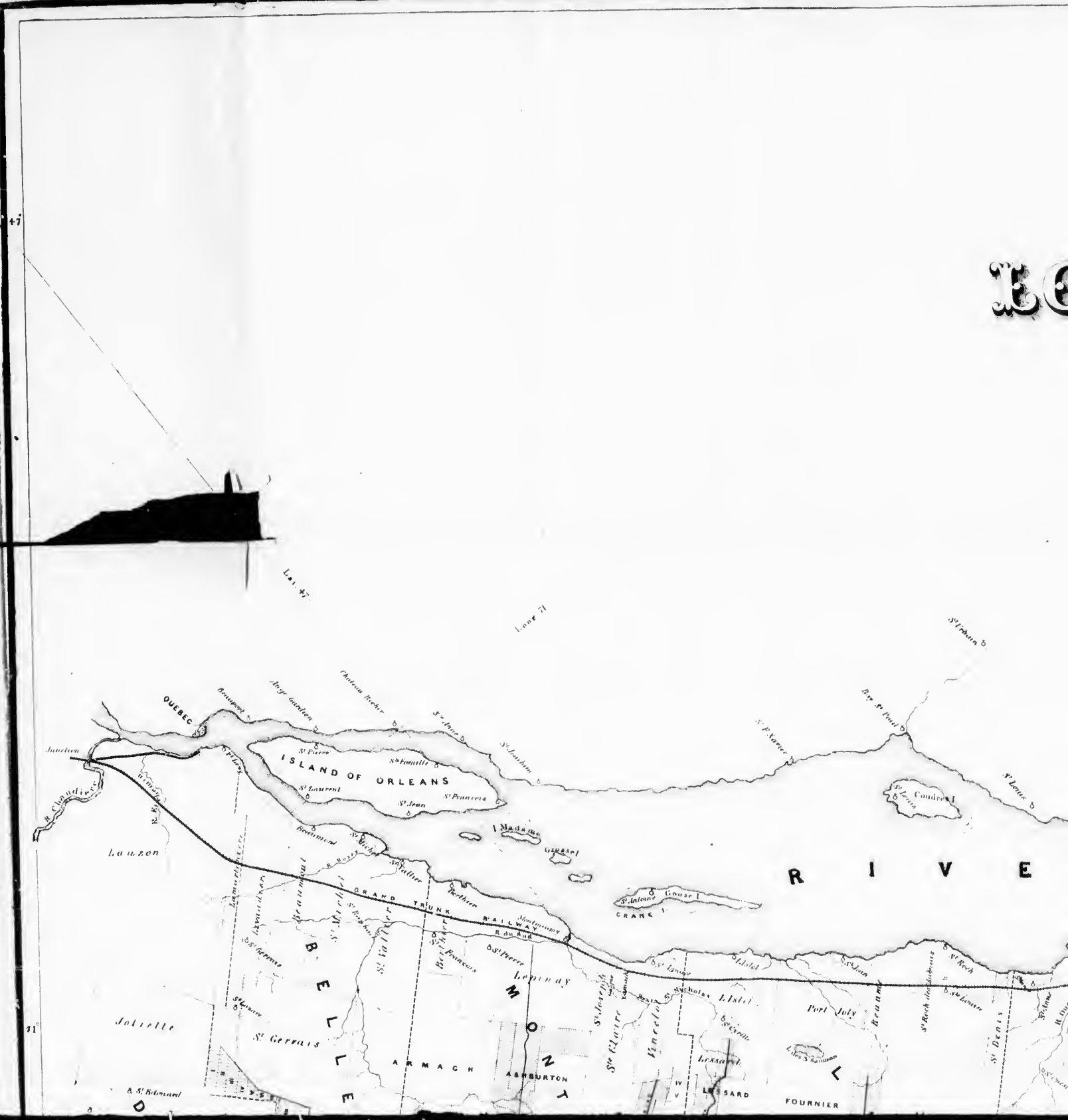


C H A L E U



Compiled by E.E. Titché P.L.S.
and A.L. Russell Draughtsmen.

16



M A D

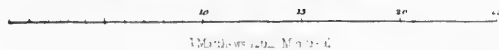
OF PART OF

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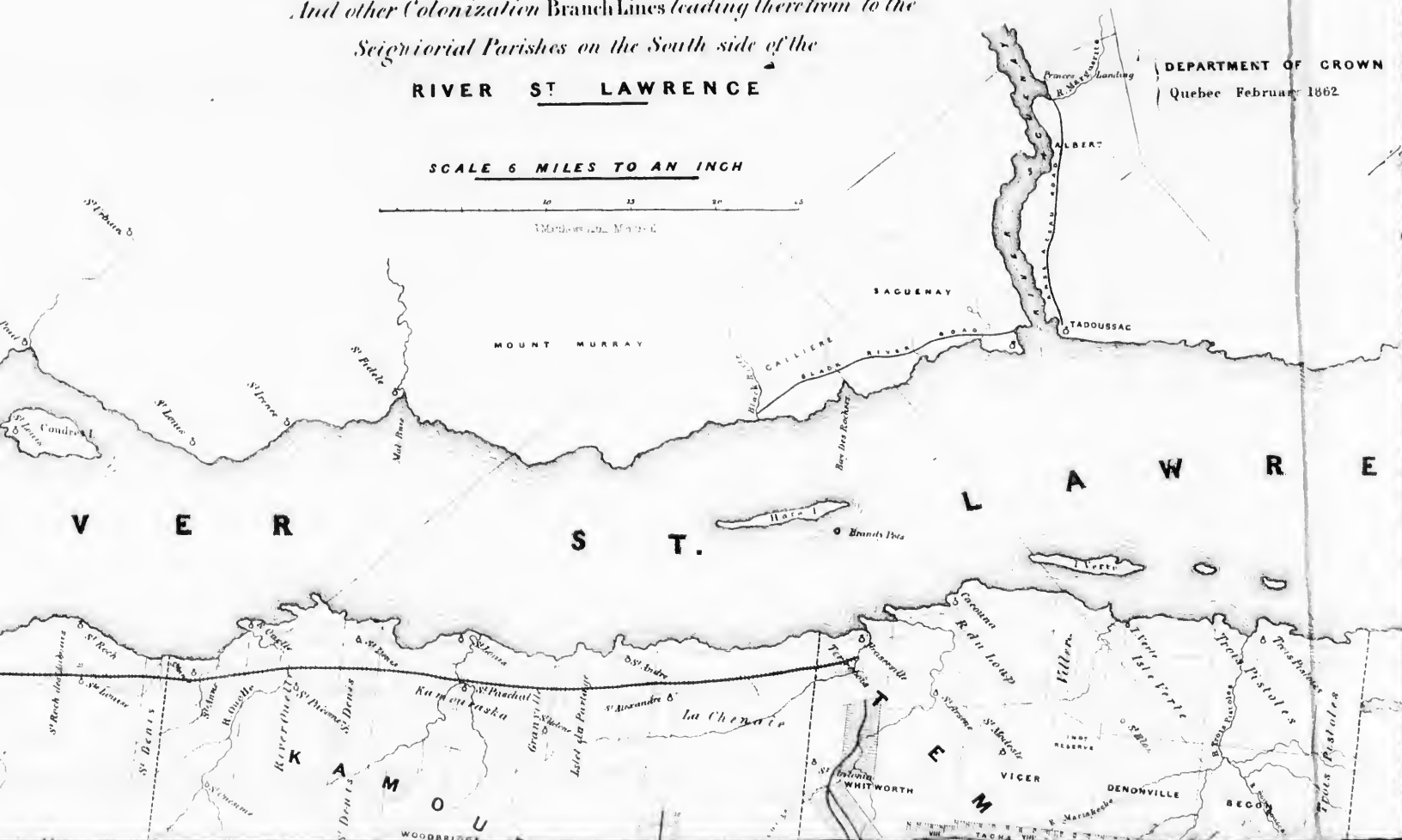
SHewing THE LINE OF THE
T A G H E R O A D

*And other Colonization Branch Lines leading therefrom to the
Seigniorial Parishes on the South side of the
RIVER ST LAWRENCE*

SCALE 6 MILES TO AN INCH



DEPARTMENT OF CROWN
Quebec February 1862



M A H

OF PART OF

LOWER CANADA

SHEWING THE LINE OF THE
TACHE ROAD

And other Colonization Branch Lines leading therefrom to the
Seigniorial Parishes on the South side of the
RIVER ST LAWRENCE

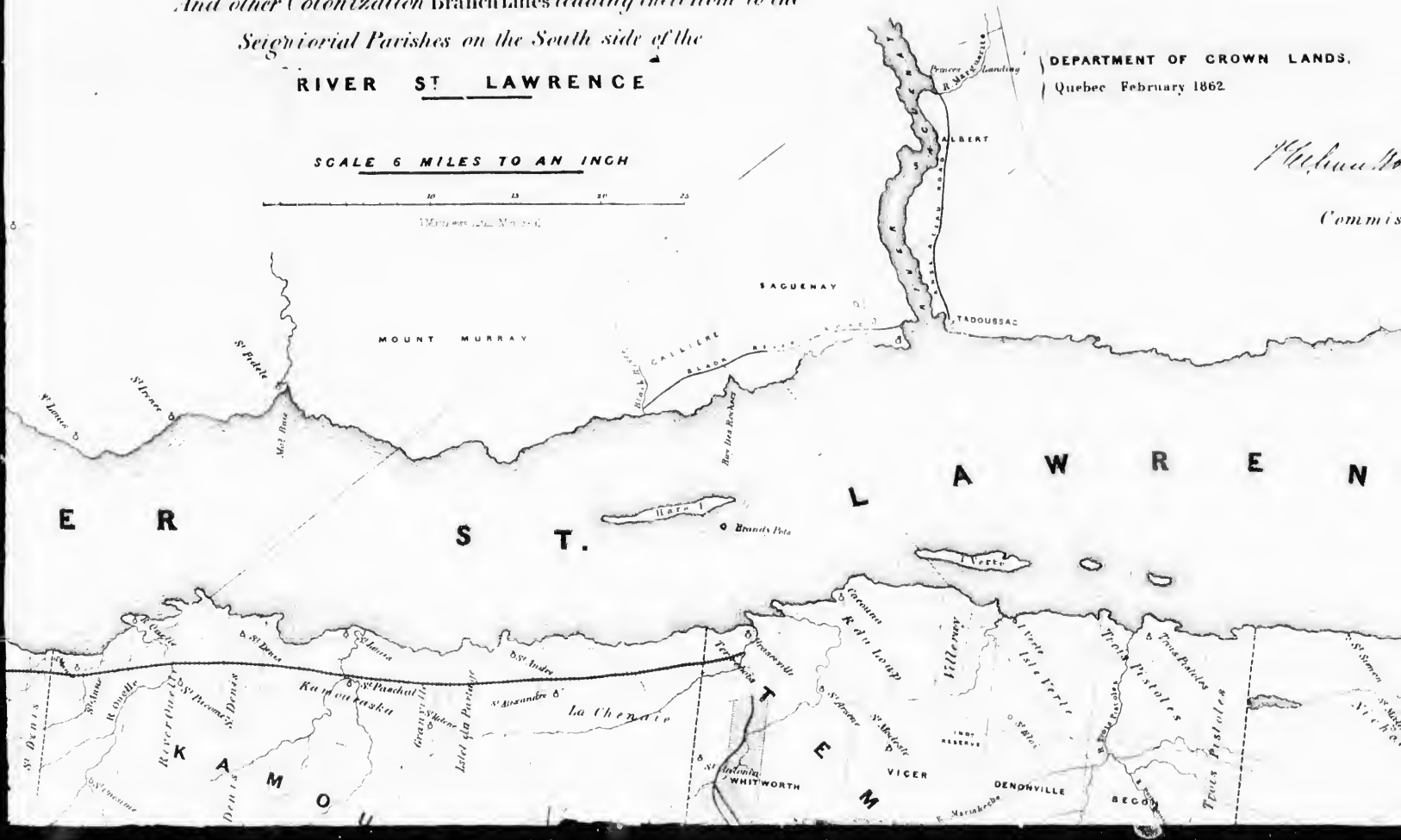
SCALE 6 MILES TO AN INCH



Measures in Miles

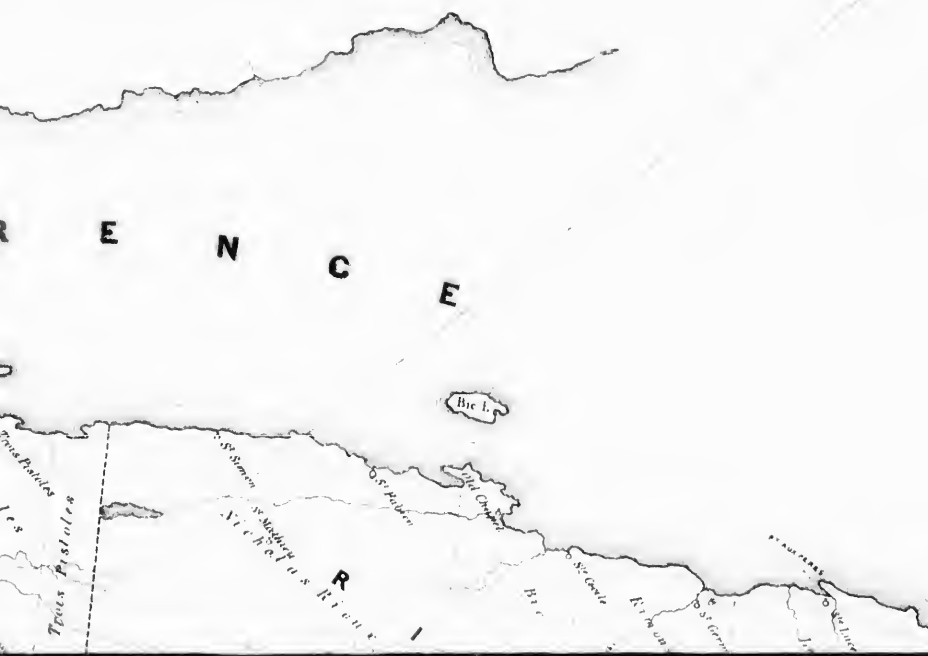
DEPARTMENT OF CROWN LANDS,
Quebec February 1862

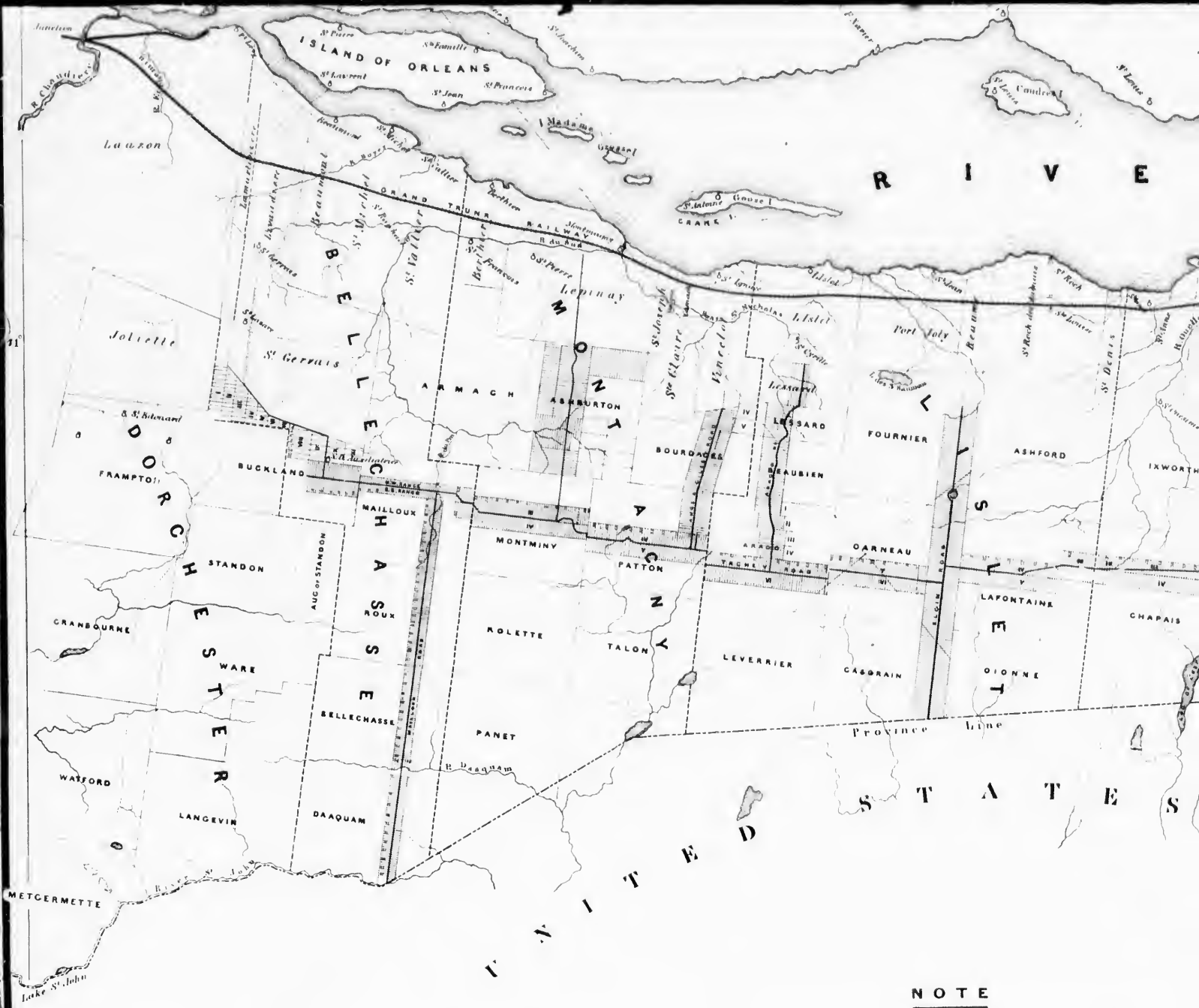
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Commis



OF CROWN LANDS,
ary 1862

W. H. D. Douglas
Commissioner

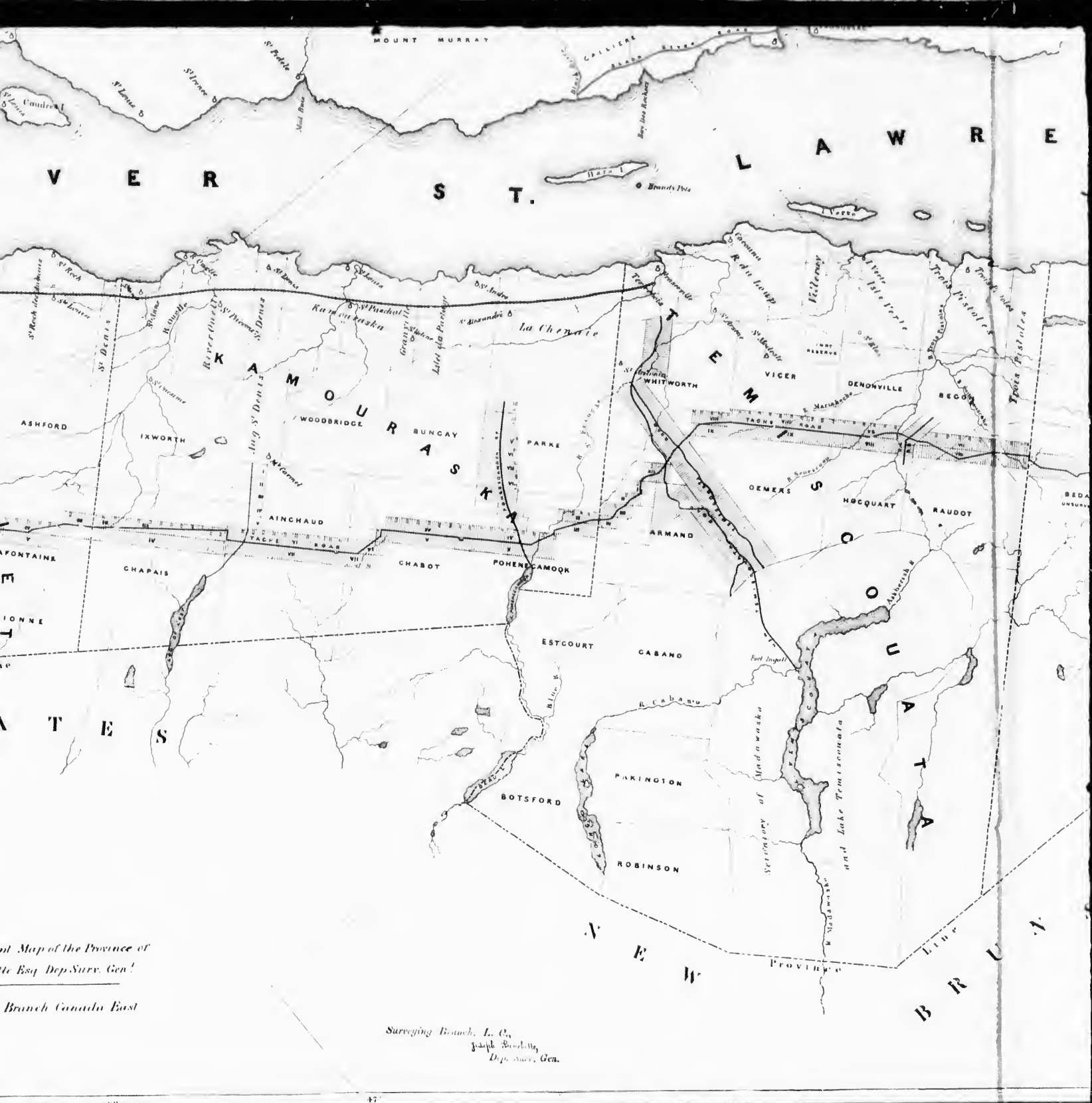




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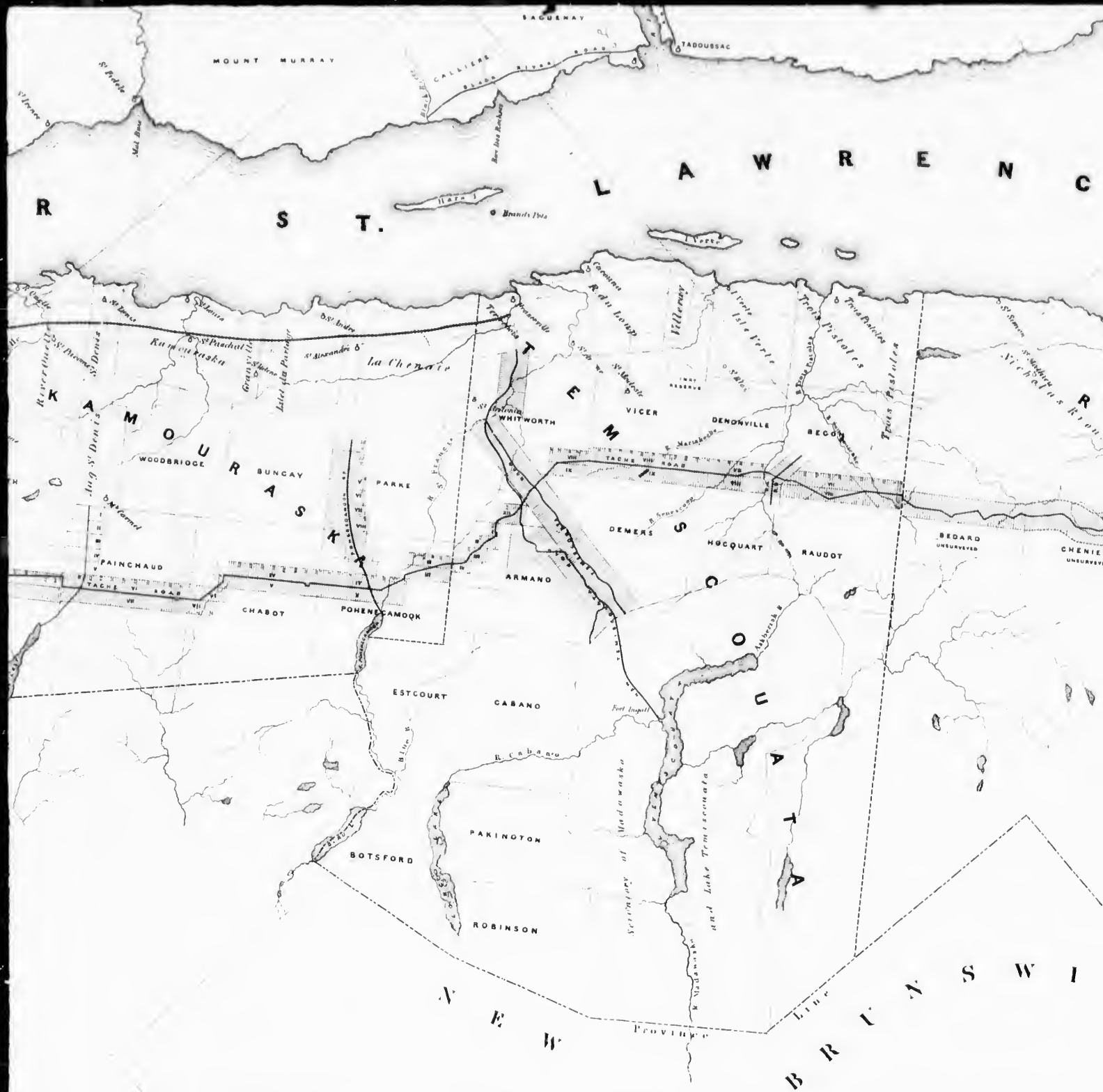
This Map is a trace of the manuscript Map of the Province of Canada computed by Joseph Bouckette Esq. Dep. Surv. Gen.

S.P. Bausel, Draftsman, Surveying Branch, Canada East



Map of the Province of
 New Brunswick
 Surveying Branch, L. O.,
 Joseph Beaulieu,
 Dep. Surv. Gen.

Surveying Branch, L. O.,
 Joseph Beaulieu,
 Dep. Surv. Gen.



Surveying Branch, L. C.
 Joseph Bouchard,
 Dep. Surv. Gen.

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