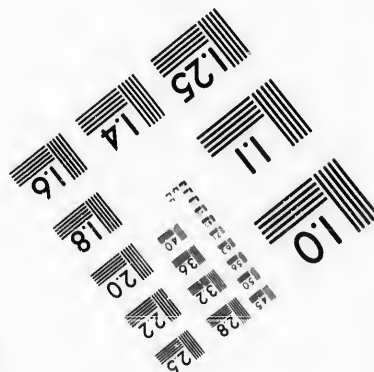
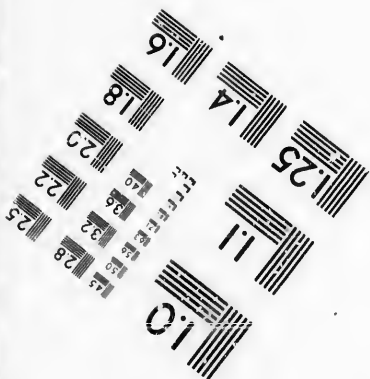
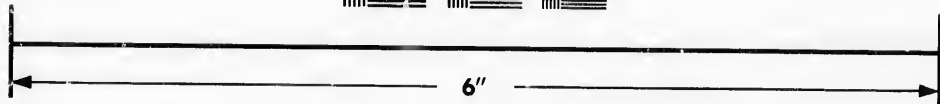
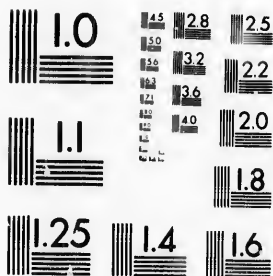


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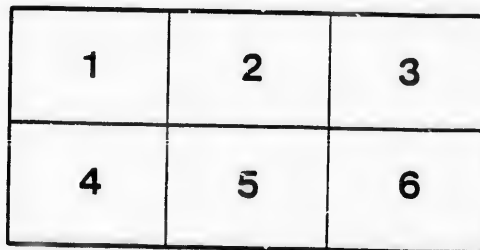
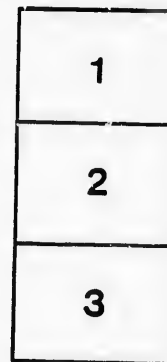
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STATEMENT

Of sums expended out of the grant of £30,000 voted towards aiding the settlement of the vacant lands of the Crown in Lower Canada, under the Act 16th Victoria, chaps. 155 and 156.

JOSEPH CAUCHON,
Commissioner.

Crown Lands Department,
Quebec, 14th March, 1855.

GENERAL INSTRUCTIONS FOR ROAD EXPLORATORS.

In exploring for and marking out such road-lines as you may be required to trace in the field, for the opening of lands for settlement, you will be governed by the following instructions; unless when otherwise directed by such special instructions as may be given you for any particular road:—

1.—If you be not already personally acquainted with the existence and locality of a sufficient extent of good land on or immediately beyond the proposed road to which it would be the necessary inlet, to warrant the expense of opening the road, you will ascertain by personal explorations if there be such a sufficient quantity of wood land.

2.—For this purpose you will observe particularly that it is necessary to ascertain not only that the soil be good, but also that it be arable without unusual expense in removing stones; and the quantity should be so much as to yield, if sold at the established price of Government lands, a sum at least one-half greater than that proposed to be expended upon the road.

3.—Should you find that there is no such adequate quantity of good land, you will report to the Honorable the Commissioner of Crown Lands to that effect, or to the Inspector of Agencies, and do nothing more in the matter without further orders.

4.—In all cases of exploration you will immediately report to the Commissioner of Crown Lands or to the Inspector of Agencies, what quantity of arable and good lands you have seen, as nearly as you can judge, stating the lots and ranges, if possible, where the land has been surveyed, and if not surveyed, the number of lots fit for settlement you think it would afford; or the extent in miles. Stating also whether the land be stony or otherwise, or so hilly and steep as to be inconvenient for ploughing; or generally even: and whether the savannes or swamps have good soil at bottom, and if they be not too deep to be drained and cultivated; estimating roughly what proportion there may be of each description of ground. You will state also what places or sites you have seen, or are aware of in or near the lands, where water power can be had for mills. Mention also the prevailing kinds of timber, especially such as are suitable for square timber or saw logs, stating if they be abundant or otherwise.

5.—Should you find a sufficient quantity of good land, as before described, you will proceed to select and trace a line for a road into or through it as may be required, commencing at the nearest existing passable road, at such a point as will afford the nearest way into the land, to the majority of those who are likely to use it.

6.—Should the line of road proposed in any particular instructions be found on exploration to be wholly unsuitable, and another site be known to be altogether better, report that such is the case, and then proceed to explore for a line of road in the better direction, and after having made sure of the fact or otherwise, by personal inspection report briefly the result.

7.—It is to be borne in mind, in locating the road, that the chief object of it is to facilitate the formation of new settlements, not the convenience of existing ones.

8.—As it is intended that the road should be settled upon throughout, and that it should be maintained by the inhabitants residing upon it, you will give the preference in selecting it to such a site as, without materially lengthening the road, will present the greatest amount of land fit for settlement; and in tracing the line you will, without further authority, deviate as much from the proposed site, stated in particular instructions, as may be necessary for that purpose, or to avoid obstacles, or obtain favorable crossings of rivers; all which you will ascertain by previous careful exploration.

9.—Where there are large rivers to be crossed you will select such crossings of them as may be most suitable for fords or ferries, to avoid the necessity for large bridges, as it is not intended that the cost of erecting any such shall be incurred.

10.—Select the crossings of smaller rivers, at places where they can be securely bridged at least expense, and where the banks are sufficiently high not to have the road flooded at the ends of the bridges; and at the same time, if possible, not so high as to give steep ascents from the bridges, or such as would require considerable expenditure in cutting them down.

11.—Trace the road line so as to avoid as much as possible steep hills, for a horse can draw one half more up a rise of one foot in the distance of ten feet, than he can up a rise of one foot in seven; and he can draw twice as much up a rise of only one foot in twenty feet.

12.—In ascending hills rising steeper than one foot in ten, wind up sidewise to reduce the steepness, and do not carry the road up ascents as steep as one foot in seven, unless they be very short and cannot be avoided.

13.—Avoid unnecessarily carrying the road along the sides of hills, where the slope is steeper than a cart can be conveniently driven along, for there the up-side of one foot in three doubles the cost of making a road.

14.—Avoid as much as you can sloping rocks in the side of the road, as they prevent ditching, and the earth slips from them; and when they are hard rocks and require blasting, the expense is excessive.

15.—A *savanne*, or swamp, with more than eighteen inches in depth of black earth or muck, is the most expensive ground to make a road upon, being at least four times as expensive as dry ground, and makes the worst of all roads if not properly constructed, besides obstructing continuous settlement when extensive; but as it ceases to be an obstacle when the road is once well made, it is preferable to an impracticably steep hill.

16.—Where the *savannes* or swamps have only a few inches of black earth on the top, over a hard bottom, and can easily be drained, a good road can be made at half the expense of it on a deep extensive swamp where earth has to be carted to cover the road; and if the bottom be of good soil, the land will be eventually cultivated. If an imperfect road with a slight causewaying only be intended,

the present expense will be nearly alike in both cases, but the future more perfect making of the road should be considered.

17. Where there are more stones and rocks than earth, the expense of making a good road is generally double the cost of it in arable dry land; and though the difference is less in making an imperfect road, such ground is to be avoided where it can with advantage.

18.—Carry with you a pointed iron sounding rod, to try the depth of the swamps, and to ascertain where the soil is rocky under the surface.

19.—In tracing the road-line follow surveyor's lines, especially concession lines, where they lie in the required direction, or near it, if they be in other respects generally suitable; but make every amendment upon them you can to avoid or reduce obstacles.

20.—When you have fully satisfied yourself by previous exploration as to the best position for your roadline, mark it out minutely and distinctly, exactly in the spot where the road is to be made; leaving no small turns or alterations to be made afterwards; blazing it out distinctly like a surveyor's line, to give a clear sight of it; planting pickets in open ground, or *brûlés* where the trees are far apart.

21.—Make no sharp angles or turns on the road where they can be avoided. Round off the angles with a sweeping curve, well marked with pickets where required to make the turning distinct.

22.—Where you have blazed out a piece of line, and find it necessary afterwards to abandon it for another, or where you make an amendment on any part of a surveyor's line, mark out the amendment by a double blaze or spot on the trees throughout.

23.—When you have marked out the road-line measure it, say with an English half chain, (which is 33 feet, or two perches English,) as the Townships are surveyed in English measure, marking with red chalk or a marking iron the miles and half miles on trees or pickets, twelve feet at least back from the centre of the road. (Forty half chains, or eighty perches, make a quarter of a mile.)

24.—Keep account of the measuring in a book, distinguishing between the dry ground and the swamps or savannes, stating the general depth of the latter to the hard bottom, and at what distance in any half mile you intersect any spring, spring brook or river, the width of it, and the length of bridge required, including the abutments (*terrasses*) at each end, to make it passable; noting also any extent of stony ground or of rock requiring blasting where it cannot be avoided; and also the beginning and end of ascents and descents, stating if they be steep or gentle; also the length of such places where the ground hangs to one side so much as materially to increase the expense of making the road. Note also where there are banks requiring cutting, and how much they should be cut down to make them passable; also whether the growth of wood be light or heavy, and where the land has been cleared so far as to make a difference in the expense of opening the road.

25.—As you measure each half mile, consider from the measurements you have taken of the different descriptions of ground, what should be the probable cost of making the half mile of road, according to the scale proposed, and take a note of it, before you leave the ground, to assist you in forming a final estimate.

26.—When you have completed the measurement of the road, make a copy of your note book, with a column in which you will enter the estimated cost of making each half mile, and the cost of building each bridge that may be in it. This you will forward to the Commissioner of Crown Lands, or to the Inspector of Agencies; and the total of it, with one-seventh added thereto for contingencies, will be your estimate of the total cost of the road.

27.—You will keep a journal of the time you are employed on this service, stating how you were occupied, and the men employed in assisting you daily.

28.—You will mark upon the plan or trace of a plan that will be given you, or upon one made by yourself, the course of the road-line you have marked out in the field, as nearly as you can, and in order to enable you the better to do so, you will, in measuring your road-line, observe particularly at what distance you cross concession lines or touch them, and how far from the corner-post of the particular lot, if it can be found, noting the lot posts you meet in each half mile where the road follows a surveyed line.

29.—This plan or trace of it, with the road so marked on it as nearly as you can, you will transmit, with the copy of your note book and journal, to Thomas Boutillier, Esq., at St. Hyacinthe, who has the charge of the Works of Colonisation, together with the amount due to your men, and a pay list of your party in duplicate. The signatures or marks of the party to be duly witnessed.

30.—The amount due to your men, the pay list, and the copy of your journal so transmitted, to be attested by you in presence of a Magistrate, as being correct to the best of your knowledge and belief, that the men were employed in the service stated and not otherwise; that they were paid their wages in cash and not otherwise, and that you have derived no benefit or profit whatever from the wages provisions or labor of the men.

31.—Your own pay for the days you may be employed on this service will be twelve and six-pence a day, for which you will transmit receipts in duplicate, without any further allowance for food or otherwise.

32.—You will employ as many men as you may find necessary, not exceeding four, at such a rate of wages as may be most economical, but sufficient to obtain the services of efficient men.

33.—In any estimate you may furnish, if the description of road to be made be not previously designated in your instructions, you will specify particularly the description of road work you have calculated for in your estimate, that is to say: the width of the road, and whether you provide for cutting the trees close by the ground or grubbing them entirely out by the root; what amount of rounding, levelling and ditching you provide for; how you propose making the road in swamps; and what description and width of covering you propose putting on the bridges. Unless you are particularly instructed in that respect, you are to state clearly the width to be given to the road, but in no case such width shall be less than sixteen feet clear, (*chemin roulant*) except in short distances in rocky ground.

GENERAL INSTRUCTIONS FOR CONDUCTORS OF WORK ON ROADS.

1.—The sum of 12s. 6d. will be allowed to Conductors, and that of 7s. 6d. to Sub-Conductors, provided each of them has under his superintendence at least twelve men occupied on the Road; and with this remuneration the Conductors and Sub-Conductors will provide themselves with everything necessary for their personal wants, and the execution of their respective duties.

2.—The number of Labourers that each Conductor will employ on a Line of Road will have to be approved by the Inspector of Agencies.

3.—The Conductors, in opening Roads, will follow accurately the Lines traced by the Explorators, and conform themselves strictly to the directions contained in the Reports of Explorators, unless they have received from the Hon. the Commissiouer of Crown Lands, or the Inspector of Agencies, instructions directing them to act otherwise. In cases, however, where Conductors have reason to believe that a deviation either from a Line or a Report, may be of some advantage, it will be their duty to make a suggestion to that effect to the Inspector of Agencies.

4.—The wages of Labourers will be regulated by circumstances, and will include provisions and the use of tools, which they shall furnish according to the directions of the Conductors.

5.—The Conductors will have to send to the Inspector of Agencies, on the 1st and 15th of each month, Pay Lists, accompanied by a concise Report on the extent of Road made in the fifteen days previous to their Report, and also on the nature of the soil on which they have operated.

6.—The Conductors will, on the 1st of each month, attest their Pay Lists and Reports relative to work done in the previous month; such attestation will have to be made in the manner provided by the 30th Section of the Instructions addressed to Explorators.

7.—The Conductors will give security that the sums put into their hands will not be diverted from their destination, and that they will be employed in conformity with the present General Instructions, or with the Special Instructions which they may receive from the Hon. the Commissioner of Crown Lands, or the Inspector of Agencies, and also that any portion of such sums, which may be in their hands, will be refunded at any time to the Hon. the Commissioner of Crown Lands, or the Inspector of Agencies, on demand being made by either of them. A letter from any responsible person will suffice to constitute the security required.

OFFICE OF THE INSPECTOR OF AGENCIES,
St. HYACINTHE, 25th February, 1855.

Hon. Jos. Cauchon,
Com. of Crown Lands, &c., Quebec.

Sir,—I have the honor to render to you the following report of the expenditure of the sum of £30,000 granted by virtue of the Acts 16 Vic., c. 155 and 156 as an aid to assist in settling the vacant lands belonging to the Crown in Lower Canada.

I have the honor to be, Sir,
Your most humble and obedient servant,

(Signed,) T. BOUTILLIER,
Inspector of Agencies.

Of the sum of £30,000 the sum of £4,272 13s. 9d. was disbursed		
by the Land Department of Crown Lands.....	£4272	13 9
And the sum of £25727 6s. 3d. was placed at my disposal.....	25727	6 3
	<hr/>	
	£30000	0 0

Of the sum of £4272 13s. 9d. the following sums were disbursed by the head of the Department of Crown Lands:—

To the Rev. Mr. Côté for the Road from <i>La Chaudière</i> to St. Francis.....	350	0 0
To A. Russell for the Road from Grand Bay to Lake St. John....	231	10 10
To Rev. E. Chobot for the Maddington Road.....	300	0 0
To P. N. Picaud for the Blandford Road.....	300	0 0
To J. Bte. Lepage for the Road in rear of the County of Rimouski	1382	14 11
To P. Dumais for Road in Woodbridge.....	50	0 0
To L. E. Larocque for Roads in Beresford and Abererombie and to improve the <i>Côte du Sauvage</i>	241	0 0

To T. Gagnon for a Bridge over the River Etchemin in Frampton	315	10	0
For a Bridge over the River <i>La Famine</i>	800	0	0
To P. C. Rivard for a Road in rear of the county of St. Maurice..	100	0	0
To John Kane, in provisions, £201 18s. that is to say £176 17s. 6d. for the Bridge over the <i>Rivière du Moulin</i> , and £25 0s. 6d. for a Seow on the River à Valin.....	201	18	0

£4272 13 9

On account of the latter sum of £25727 6s. 3d., the following sums have been disbursed by me, for the repairs of Bridges and old Roads and for the opening of new Roads and the Building of Bridges :—

To J. Bte. Lepage for Roads in rear of the County of Rimouski, including those of Marpès, Neigette, Green Island, St. Arsène, St. Eloi, and Bie, and for repairs of the Kempt road.....	1048	16	11½
To Paschal Dumais for a Road in Woodbridge....	150	0	0
To Nicolas Bouchier for a Road in rear of St. Denis towards the Province Line.....	1025	0	0
To C. A. Verreault for the opening of a Road towards the Province Line in rear of the Parishes of St. John and St. Roch.....	900	0	0
To Antoine Talbot and Louis Blanchet for the opening of a Road in the Township of Armagh towards the Township of Montminy.....	200	0	0
To Pierre Dagneault to open a Road in continuation of that of Armagh to the Township of Mailloux.....	300	0	0
To the Rev. Messire Mailloux, for the opening of a road in the depth of the Parish of St. Lazare towards the Township of Buckland	800	0	0
To the Rev. M. Kerrigan for repairs in the hills at Minéau, on the road to Frampton	150	0	0
To Remi Boldue for the repair of two bridges in Tring.....	150	0	0
To Louis Labrecque for repairs on the Lambton road.....	148	1	3
To William Hume for repairs on the Gosford road, in the Counties of Lotbinière and Megantic, and repairs of the bridge over the River Osgood	225	0	0
To F. L. Poudrier for the road from Black River Station (Bécancour,) and a road from Somerset to Halifax	175	0	0
To Antoine Monfet for the opening of a road from St. Croix, in the County of Lotbinière	400	0	0
To the Rev. N. T. Hebert for a road from Grand Bay to Lake St. John	1319	0	0
To Téléspore Fortin and Bobiface Cimon, to improve the road between Grand Bay and St. Urbain, in the County of Saguenay.....	1350	0	0
To John McLaren, for a branch road from St. Agnes to the St. Urbain road, and to improve the road from St. Agnes to Grand Bay	350	0	0
To John Kane for the building of a bridge over the River à Mars.	150	0	0
To Edward Robitaille for a road in Stoneham and Tewkesbury, and for the repairs and continuation of the Laval road.....	545	0	0
To Charles Pageot for the Belair road	200	0	0
To Alexis Cayer for a road from Roemont to Gosford	250	0	0
To Joseph Verrette for a road in Alton	160	15	7½
To P. C. Rivard for the St. Didace, Hanterstown, and Shawanagan Roads.....	826	13	1

	To Rev. E. Chabot for the Maddington road	50	0	0
0	To Joseph Prince for the Aston road	400	0	0
0	To P. N. Paerand for a road through Chester, Ham, and Wolfes-			
	town	626	19	3
	To Israel Rice for repairs to the Gosford road	75	0	0
0	To B. Garneau and J. Bte. Coulombe for the St. Francis Road...	3475	0	0
9	To J. T. Lebel to procure provisions for the laborers on the St.			
	Francis road, under special authority of the Honorable the			
	Commissioner of Crown Lands, the said sum reimbursable on			
	my order	75	0	0
	To J. Eusèbe Côté for repairs on the road from Dudswell to			
	Weedon, and a bridge over the River <i>Aux Canards</i>	57	17	0
	To George Bonnalli for a road in Orford	150	0	0
	To Flavien Blanchard for repairs to a road between Ely and Rox-			
11	ton	100	0	0
0	To Laurent Desaulniers for a road in Cathcart	600	0	0
0	To Amable Jetté to open a road in the eastern part of the County			
	of Berthier, in rear of Brandon	400	0	0
0	To Alexander Daly to open a road in Chertsey	385	15	4½
0	To Joseph Lambert for a road in Wexford	200	0	0
	To Hugh McAdam to open a road in Kilkenny, and to continue			
	the Wexford road towards Beauport	218	12	4½
0	To L. E. Larocque for the opening of a Road in Beresford, for			
	improving the <i>Côte du Sauvage</i> , in the Township of Morin,			
	and for improving the road over the Mountain <i>Du Lac Rond</i>			
	in Abererombie	175	0	0
	To Robert Gilmour for the opening of a road in the Township of			
	Morin	200	0	0
0	To Andrew Boa for roads in Wentworth and Harrington	300	0	0
0	To Charles Majore for the opening of a Road from St. Andrews,			
0	Avelin, through the Townships of Rippon and Hartwell	225	0	0
3	To R. D. Ackert for the opening of a road in the Township of			
	Derry	150	0	0
	To Hugh Gorman for a road from Buckingham to Wakefield on			
	the River Gatineau	275	0	0
0	To Thomas Wilson for opening a road towards Lake <i>à la Loutre</i> ,			
	in the Township of Thorne	147	11	1
0	To J. Bte. Poupore for opening a road from the <i>Tête du Calumet</i> to			
	the mouth of the River Creuse, in the Township of Sheen ...	263	13	8
0				
		£19373	15	8

RECAPITULATION.

	Amount paid by the head of the Department	£	4272	13	9
	Amount paid by this Office		19373	15	8
	Balance deposited in the Bank of Upper Canada				
	at Quebec	£2689	6	9	
	Balance deposited in the <i>Banque du Peuple</i> at				
	Montreal	3664	3	10	
			6353	10	7
			£30000	0	0

COUNTY OF CHICOUTIMI.

Kenogami Road.

Mr. N. T. HEBERT, Overseer.

Sum appropriated,.....	£1750	0	0
Do. paid to Overseer,.....	1500	0	0

The proposed length of this road is about 38 miles, commencing from the *Rapide des Roches*, on the Chicoutimi River, and ending at Metabetchouan Station on Lake St. John.

This road was commenced last summer on the 27th June. Nine miles of it have been opened; of these $8\frac{1}{2}$ are finished and are practicable for summer vehicles and half a mile for winter carriages only.

The opening of the road was commenced on the division line between the Townships of Labarre and Kenogami, and the 9 miles which have been finished are in the Township of Kenogami. All the work, including bridges, was done by day labor.

The nine miles cost £1120 or about £125 per mile.

Three bridges were built over ravines; one of 100 feet long, another of 90, and the third of 60 feet; together they cost about £100. The four principal bridges remain to be built; one over the *Rapide des Roches*, on the Chicoutimi River, another over *La Rivière au Sable*; a third over the Cascoia River, and the fourth over Belle River.

"From the *Portage des Roches*, says Mr. Hébert, to the Township of Labarre, this road goes over an unpromising country; swamps, stones and dry sand are frequently met with. There is, however, a space of five miles near the Cascoia which contains very good land; the road then passes over excellent land in all its course as far as Lake St. John."

The most plentiful timber is the birch, the tamarac, the white birch, and the poplar on the high lands; and ash, elm, alder and cedar on the flats. This road opens a communication with the beautiful valley of Lake St. John, where there is a large extent of very fine lands.

"This road, says also Mr. Hébert, is absolutely necessary to the people who are already settled there, as well as for those who are about to settle on the banks and in the valley of Lake St. John, for there is no other means of communication, except by bark canoes. Since the works on this road were commenced, forty families have settled in the Township of Labarre, and a far greater number intend going there in the spring. I think that the progress of this new settlement, which though small as yet is, nevertheless, destined to become the centre of an immense colony, is principally owing to the opening of this road, and I have no doubt that, in a few years the settlement in the valley of Lake St. John, will become the centre of a considerable trade, and thereby a source of revenue to the Province. There are water powers in many places. The most considerable and most advantageous are in the vicinity of Lake St. John, on the River *Des Aulnets*, Belle River and the Rivers Metabetchouan et Assomachouan. Limestone is found in large quantities on Lake St. John and in the Township of Labarre there is a whole mountain of iron."

Mr. Hébert estimates the cost of completing the road at not less than £3,750 exclusive of the amount necessary for the building of the four bridges above alluded to.

COUNTY OF CHICOUTIMI.

Bridge over la Rivière à Mars.

JOHN KANE, Overseer.

Amount appropriated,.....	£200	0	0
Paid to the Overseer by this Office.....	150	0	0
Amount retained by him of a larger sum given to him by A. Russell,.....	50	10	10
	£200	10	10

It had been at first resolved to build this bridge during the course of last summer; Mr. Kane, however, suggested that it would be more advantageous to put off the building of it, in order to take advantage of the winter season to obtain the timber that was necessary, and his suggestion was agreed to.

Your honorable predecessor, influenced by a desire of endeavoring in person to alleviate the distress which the depression in commercial affairs must produce in a Country so isolated during the winter season, undertook the superintendence of the laying out of this sum of money and of another of £450 which was appropriated by the Executive Council on the 14th November last. As you have intimated to me your desire of continuing this same superintendence, I have no report to make other than the preceding one, adding thereto as a *memorandum*, that the Honorable A. N. Morin remitted to Mr. Kane the sum of £201 18s. on account of the £450; and that this sum of £150 is to be taken from the amount not yet expended, which is in my hands.

COUNTIES OF SAGUENAY AND CHICOUTIMI.

Branch road from St. Agnes to St. Urbain, and road from St. Agnes to Grand Bay.

JOHN McLAREN, Overseer.

Amount appropriated for the 1st. road.....	£150	0	0
Do. do. 2nd. do.....	200	0	0
	£350	0	0
Amount paid to Overseer,.....	£350	0	0

The Branch road is 11 miles in length, and the road from St. Agnes to Grand Bay, is according to Mr. John McLaren's report, 60 miles long. On the former a bridge of 54 feet long has been built, which cost £30; and another commenced, on which £16 has been expended. The last mentioned bridge will be 45 feet long. Two miles and a half only of the road have been opened, the works having been suspended at the instance of Messrs. John Fraser, Thomas Simard, Ant. Guay and of Mr. W. H. Griffin of the Post Office Department.

Those gentlemen represented the branch road, from St. Agnes to the road at St. Urbain, could not be of great use during the present winter, and that, if the road from St. Agnes to Grand Bay, already open as a winter road, and by which the mail is conveyed, were repaired, great advantage would be derived therefrom, I received instructions from the Honorable the Commissioner of Crown Lands to attend to their representations and to apply £200, to be taken from the

appropriation for the branch road, in improving the road from St. Agnes to Grand Bay.

Mr. McLaren, Overseer of the works on the branch road, was requested, by a letter dated 22nd October, to proceed with all his workmen to the road from St. Agnes to Grand Bay. That gentleman acceded to my request with all possible zeal and activity, and notwithstanding the severity of the weather which had set in, succeeded in repairing the road from St. Agnes to Grand Bay. He built bridges and re-established ferries in eight different places. Nevertheless, four bridges more require to be built. The largest bridge, that of Malbaie River, was built by subscription of the inhabitants of Malbaie.

COUNTIES OF SAGUENAY AND CHICOUTIMI.

Road from St. Urbain to Grand Bay.

TELESPHORE FORTIN and BONIFACE CIMON, Overseers.

Amount appropriated	£1500	0	0
Do. paid Overseers	1350	0	0

This road commences at a farm belonging to one Abel Fortin, in the Seigniory of Beaupré, County of Saguenay, and terminates in the County of Chicoutimi, at Grand Bay, or Ha! Ha! Bay. Its length is about 64 miles. It has been opened and completed from its starting point to the other side of *Lake à la Galette*, 8 or 10 acres on the hither side of Little Malbaie River; that is to say, a distance of 16 miles. Some mining, however, remains to be done, and some stones have still to be cleared away, throughout a space of about two miles. The whole extent of the 16 miles which has been opened is practicable for vehicles of all descriptions.

No portion whatever of the road was made by contract.

A small part only of this road lies in the Seigniory of Beaupré, the remainder being on the Crown Lands. Messrs. Fortin and Cimon, not knowing the boundaries or limits of the Seigniory of Beaupré have been unable to apportion exactly the extent of the road made between the two districts mentioned.

Eighteen bridges, the length of which respectively varies from 8 to 130 feet, have been built on this road, and have cost the sum of £150. All the bridges required for these 16 miles have been built, with the exception of one 46 feet in length, in the fifteenth mile, which has yet to be finished.

The cost of the road which is finished is about £110 per mile, exclusive of bridges. Messrs. Fortin and Cimon in the able Report which they have sent me, say:

“The soil on all the road which we have finished is in general good, and fit for agricultural purposes. It is of yellow loam; in some places, however, it is sandy. Very few swamps are met with. The timber in general is of heavy growth. In one part no other timber is found but white birch, pine, fir, and spruce trees, but in the fourth and fifth mile birch is also found; and it is in this last locality especially, that all the trees of whatever kind, are of very lofty growth. The same thing may be said of the remaining part of the ground over which the road has to pass.”

Messrs. Fortin and Cimon mention also two places at Malbaie River and at Ha! Ha! Bay, “as being very suitable for settlements, as well in respect of the “quality of the soil as of the timber for building purposes which is found there.”

On the fifth mile there is a very considerable water power. Messrs. Fortin and Cimon did not remark any signs of minerals, but were assured that there

are large quantities of Iron ore in the vicinity, and that specimens have been sent to Mr. Hunt, chemist, of Montreal.

Messrs. Fortin and Cimon conclude their report by saying :

“Forty-eight miles of this road have yet to be finished, and we are positive in stating that the cost per mile of what remains to be done will, at the most, equal that which is already finished, that is from £100 to £110 per mile, as the portion which remains to be finished passes over ground which is more even and less rocky.”

COUNTY OF QUEBEC.

Laval and Stoneham Roads.

EDOUARD ROBITAILLE, Overseer.

Amount appropriated to the Laval Road,.....	£250	0	0
Do. do. Stoneham,.....	300	0	0
			550 0 0
Amount paid Overseer,.....	£545	0	0

The Laval Road commences at the 2nd range of the Seigniorship of Beauport, crosses the 3rd, 4th and 5th ranges, and will end at the church and mills, at Laval. Three miles of this road have been finished in the Seigniorship of Beauport; as far as the boundary line between that Seigniorship and Laval. There are still 4 miles to be made.

The Stoneham road commences opposite Mr. Brennan's house, between lots Nos. 4 and 5, in the 3rd range of the Township of Stoneham, passes through the 3rd and 4th ranges and through part of the 5th, as far as the bridge over the outlet of the most northerly of the three small lakes.

About $2\frac{3}{4}$ miles have been done, and there are still 2 miles more to be finished, before coming to the church. These roads are 20 feet wide without including the ditches.

The whole length of the road opened is practicable for summer vehicles, and was all built by day labor.

Mr. Robitaille estimates the cost of the Laval road at £75 per mile, and that of Stoneham at £100 per mile.

Four bridges from 10 to 20 feet in length, and costing from about £5 to £15 each, were built on the Laval road, and there were four, of the same dimensions and at the same cost, built on the Stoneham road.

The timber through which the Laval road passes is chiefly spruce or tamarack, birch, fir and a little elm. The same sort of timber is found on the Stoneham road, with the addition of pine and cedar, in larger quantities, and maple in very large quantities.

The soil of these different places is sandy with a good subsoil of yellow loam. It is very well suited for agricultural purposes and supports a population which is rapidly increasing.

In rear of these settlements, there is a vast territory which would be very suitable for a colony.

The well known Beauport lime-stone quarries are in this neighbourhood.

Mr. Robitaille is of opinion that it would require £300 to make the road from Stoneham to Jacques Cartier River, as traced out, and £250 more to finish that of Laval as far as the church.

 COUNTY OF QUEBEC.
Belair Road.

CHARLES PAGEOT, Overseer.

Amount appropriated,.....	£200	0	0
do. paid Overseer,.....	200	0	0

This road commences on the land of one James Tate, on the Grand Line which separates the Seignior of Gandarville from that of Belair.

It is about 150 acres long, and terminates at the boundary line between the Seignior of Belair and that of Faussambault.

The length of the road that is opened is about 90 acres. The whole extent of this road lies in the Seignior of Belair.

The work was done by the day. The 90 acres which are opened are practicable for summer vehicles, and 10 acres more are so for winter ones. The road cost about £55 per mile.

Five bridges, forming together about 76 feet in length, have been built on this road and have cost about £20.

There are water powers on Nos. 3, 25 and 30 in the 5th range of Belair, and on No. 40, in the 4th range.

Mr. Pageot did not himself see any iron ore, but was informed that there was some in the neighborhood of the road.

Mr. Pageot is of opinion that (on account of its being necessary to make ditches, and to repair the bridges in the low lands), the finishing of this road would cost from £80 to £100, and suggests the advantage of opening a route to St. Catherine's, the said route to be 50 acres in length, and which would cost about £200.

 COUNTY OF PORTNEUF.
Roads in Townships of Gosford and Roemont.

ALEXIS CAYER, Overseer.

Amount appropriated.....	£500	0	0
Do. paid Overseer.....	250	0	0

The Gosford and Roemont road commences at the post which is the boundary line between Nos. 8 and 9 in the 7th range of Gosford, at the extremity of the road which advances the farthest into that district.

This road, according to Mr. J. P. Dery's plan, runs towards the valley of the River Batiscan, where, according to him, there is a large tract of fine land extending towards the north-west, bordering upon a part of the Little River Bastonais, which empties itself into the St. Maurice at no great distance from the Tuque.

The road has been traced for 15 miles and 17 chains, as far as the outer N. W. boundary of the Township of Roemont.

Five miles have been opened in the Township of Gosford, and 12 acres in the Township of Roemont. The whole extent of the road that is opened is practicable for summer vehicles, although it is not yet finished.

The work was done by the day.

Four bridges have been built in the space which is opened; one of 37 feet, one of 55, one of 57, and one of 70, and which, together, have cost about £20. The road is not yet finished, and, as it now is, has cost about £20 per mile on an

average. The line of the Road follows a chain of mountains situated 30 or 50 acres to the south of River St. Anne. The mountains are wild land, and at the foot of them there are sugaries in which the soil is rocky.

According to Mr. Dery's Report, the land from this last point to the river, that is, from 30 to 50 acres in breadth, by ten or twelve miles in length, the land may be suitable for agricultural purposes. According to another report by Mr. Cayer, the lands to the north of the river appear to be of the same quality as those on the south side, and all the lands in this space seem to have been sold. The land for a space of 3 or four miles further is barren, but covered with timber fit for exportation; and further still in the valley of the River Batiscan there is some excellent land.

Mr. Cayer not having been able to commence the opening of this road as early as was desirable, did not lay out the money transmitted to him, and deposited in the Upper Canada Bank, at Quebec, to my credit, £119 4s. 10d., the balance not expended. The works will be resumed next Spring as early as the weather and the state of the ground will allow.

COUNTY OF PORNEUF.

Alton Road,

JOSEPH VERRETTE, Overseer.

Amount appropriated	£500 0 0
Do. paid Overseer	160 15 7½

This road has been opened to a length of 4½ miles; it is all in Alton.

It commences on No. 13 of the 3rd range, on the division between the 2nd and 3rd ranges, and has been completed through to a distance of 3½ miles in the direction of Black Lake, and on the line traced out by Mr. Bouchette.

To this distance it is practicable for summer vehicles. The other mile is practicable for winter ones only.

The cost of the part that is finished, including bridges, was between £34 and £36.

The land over which this road passes is for the greater part susceptible of cultivation.

The merchantable timber found is the tamarack and spruce, but very little pine.

There are also some water powers. Mr. E. Defoy, who traced out the road, says in his report :

"From this point to the River Batiscan, the track continues in the same direction. The road is level enough but stony in several parts. There are two small lakes on the the track, but I found a way to avoid them, without going a great deal out of the direct line."

"The lands bordering on the River Batiscan are magnificent. There is fine hard wood there, and the land is easily cultivated : through all the length of the track the land in general is fit for agriculture, and well stocked with tamarack and pine."

"The length of the line of road from the River Batiscan to the River St. Anne is 21 miles."

"In concluding this report, I think it my duty to inform you that more than thirty persons, on my giving them an account of the lands over which the line of road passes, intimated to me their desire to take lots to settle their children upon, as soon as the road should be made."

Mr. Verrette, Overseer of the works of the road, is of opinion that £400 would be sufficient to complete it, as originally planned, that is to say: as far as the River St. Anne.

As the works on this road could not be commenced till late in the fall, there is but a part of the road opened. The works, however, will be resumed as soon as the weather will permit.

COUNTIES OF RIMOUSKI AND GASPE.

Road between Matane and Cape Chat.

J. Q. LESPERANCE, and }
J. BTE. LEPAGE, } Explorators.

Amount appropriated....., £400 0 0

This road was traced last autumn by Messrs. Lesperance and Lepage.

The report which those gentlemen have made of their survey is supported by a statistical account which goes far to prove the activity and the judgment which they exercised in their researches.

The following is an extract from their able report. "We have finished the survey of the proposed road between Matane and Cape Chat, and we hasten to transmit to you an exact report of the route and plan, as well as of the quality of the timber and of the land to be found on the line through which the road will pass, and we flatter ourselves with the hope that the efforts we have made to give to our work all the accuracy possible, will meet the full and entire confidence of the Department."

"We have been agreeably surprised to find, on a line of thirty-five miles and three acres, that the hills are not very difficult to surmount, and that in general the ground does not offer any very serious obstacles."

"The exterior appearance of this great distance was formidable enough to destroy the strongest hopes, seeing that the *passage des Crapauds*, has for a long time had the name of being the most impracticable road in Canada. It is with pleasure, therefore, that we assure the office that a road can be made through it without great difficulty. We confined ourselves scrupulously to the direction of the river throughout all the length of the track, with the exception of certain places where insurmountable obstacles forced us to deviate from this course."

"We have deemed it expedient to divide the whole length of the road to be opened into sections of fourteen acres each, which we have designated by posts bearing the respective number of each section."

Finally, we refer you to the statistical report of our proceedings which follows, you can form your opinion thereon for yourself in a more satisfactory manner than you could from the longest report of the result of our survey.

Messrs. Lesperance and Lepage estimate the cost of the work to be done on this road at £412 5s. that is, at £12 5s. more than the amount appropriated for that purpose. With this sum they hope to be able to open a road eight feet wide, and thirty five miles in length, the trees being cut off at the roots and deposited on the side of the road.

I must admit that their estimate appears to me to be very moderate, on account of the number of bridges which will have to be erected. This road seems to me so important, and so desirable that I think myself bound to recommend to you the propriety of raising the grant to £500, in order to be more certain of the road being completed in the course of next season.

 COUNTIES OF RIMOUSKI AND BONAVENTURE.

Repairs on the Kempt Road.

J. BTE. LEPAGE, Foreman.

Amount appropriated.....	£250	0	0
do paid to the Foreman.....	250	0	0

The bad condition of the road and the limited amount appropriated for the repairs thereof did not enable the Foreman to extend the work to the full length of the road, he was compelled to direct his attention to the repairs of the most dangerous and impassable parts.

Forty-one miles of the road have been repaired so as to render it passable.

The bridge over the River St. Pierre at Lake Matapediac, which had fallen down last spring, has been rebuilt and restored to its original state for the sum of £19.

The two burnt bridges at the fifty-second mile have undergone only a slight improvement, in consequence of the distance from timber suitable for the repair thereof. It is probable that a fresh grant will be needed to complete the repair of the Kempt road, but I have no information on which to found an estimate. I shall probably be enabled to make one, when I shall have received the answer of Mr. Lepage to my circular.

 COUNTIES OF RIMOUSKI AND TEMISCOUATA.

St. Luce, Macpés, Neigette, Green Island, St. Arsène, St. Eloi and Bic, Roads.

J. BTE. LEPAGE, Foreman.

Sum appropriated.....	£2,244	0	0
Do. paid by the head of the Department at Quebec.....	1,382	14	11
Do. paid by this office.....	798	16	11½
	£2,181	11	10½

The works on those different roads were commenced or projected before my appointment to office; and although I have paid Mr. Lepage the sum of £798 16s. 11½d. for their completion, I have not in my office the documents which are necessary to ascertain very exactly at what points they begin or end or their length.

Mr. Lepage has, nevertheless, furnished to me very regular accounts, and I have reason to believe that in the information which he will give me in reply to the circular which I have addressed to him, and which I shall have the honor to transmit to you in a supplementary report, I shall find the necessary details to enable you to make a return to the Address of the Legislative Council of 15th December last, and to the requisition of the Legislative Assembly.

Mr. Lepage has discharged with much activity and intelligence, all the duties which devolved upon him as overseer of these works, and I can impute the delay in rendering his answer only to the heavy amount of work, which my circular has demanded from him in relation to these seven roads, and he has an eighth (the Kempt Road) of which he has also had the inspection.

 COUNTY OF KAMOURASKA.

Woodbridge Road.

PASCHAL DUMAIS, Overseer.

Sum appropriated.....	£200 0 0
Do. paid to the Overseer by the Department at Quebec.....	50 0 0
By this office.....	150 0 0
	<hr/>
	£200 0 0
	<hr/>

This road commences at the middle of the 5th range of the Seignior of Kamouraska, in the Parish of St. Pesehal, it is partly completed and partly opened, towards the middle of the 3rd range of the Township of Woodbridge.

Thirty-five arpents have been opened or completed in the Seignior of Kamouraska, and fifty-nine arpents in the Township of Woodbridge; eleven arpents have been done and finished in the Township of Woodbridge, eighty-four are passable by summer carriages, and ten arpents by winter vehicles. From these ten arpents the heavy timber has been removed. The cost per mile of the road which is completed was on an average £35 without reckoning the bridges. Nine small bridges were made at a cost of £410s. and two more remain to be made. The finished part of the road ends in the front of the third range of the "Township of Woodbridge" where there is a clearing of a little more than thirty arpents in extent.

The soil on the part of the road which is opened, although stony, is generally capable of cultivation.

The greater part of the valuable timber has been taken off.

The upper part of the projected road, Mr. Dumais observes, and the adjacent lands to which this road would lead, would afford resources of great value to the settler and the trader, for there is a considerable breadth of excellent soil, abounding especially with maple, in which sugaries might be established of vast extent only 6½ miles from its terminus.

If, hereafter, this road were extended to the frontier, it would afford an outlet for the production of the settlers to a market among the Americans, who have lumbering establishments and considerable saw mills in the neighbourhood of the frontier line on the St. John.

At the farther extremity of this road there are on the Rivière du Loup, two waterpowers of which one is on the River du Loup itself, the other is on the River Manie in the 4th range of the Township of Woodbridge.

The Overseer of these works, Mr. Dumais, believes that £90 might complete the remainder of the Road (44 arpents) already open, and with respect to the farther part of the Road, that is to say three miles and four arpents, he is of opinion that the sum of £350 might complete it, the cost of a bridge which is to be built over the River *du Loup* not being, however, included.

COUNTY OF KAMOURASKA,

Mont Carmel Road.

NICOLAS BOUCHER, Overseer.

Amount appropriated,.....	£1025	0	0
Amount paid to Overseer,.....	£1025	0	0

The commencement of this Road is at the extremity of a Road, formerly marked out by the Government, of which Road it is a continuation, and it terminates at *Lac à l'Aïse*; but as it was necessary to make again, almost entirely, seven miles of this old road, the real point of departure might be fixed at a point corresponding with that distance in the length of the old road. Reckoning from this latter point, there would be fourteen miles of road completely opened; and the whole distance would be practicable for summer vehicles, till within three miles of *Lac à l'Aïse*.

Carriage travelling is very difficult, however, over a length of two miles of the old road which is not completed, and in which is a great quantity of stone to be broken or removed. One half of the old road is in the Seigniorship or Fief St. Denis, the other part opened is on lauds belonging to the Crown.

Three large bridges have been made, a piece of planking and eighteen other bridges of smaller dimensions, and also a planked roadway of 150 feet in length. The bridge over Grand River *du Loup*, 45 feet in length, cost £15, the other, over Little River *du Loup*, consisting of 60 feet planked roadway with abutments, cost £20. A third cost about £20. The eighteen others of various sizes, were put up for from 4 to 10 dollars each.

The work was done by day labor, and, such as it is, has cost on an average about £72 per mile.

Mr. Boucher in his Letters and Reports speaks so favorably of the environs of this road, and especially of the beautiful Lake *à l'Aïse*, that I cannot do better than repeat his own expressions concerning them:—

“I am happy in being able to inform you that the soil is, almost everywhere, of good quality, and that it is especially of a very superior kind in the last four miles before arriving at the Lake. There the soil is excellent, without stones, and presents an appearance delightful to the eyes of the many young persons employed on our works who have taste and sense enough to appreciate its beauties. The lake abounds with magnificent fish. The road is already turned to account, and wheeled carriages travel over it with ease and in considerable numbers. Immense meadows, the work of the industrious beaver, till now the only pioneers of these solitudes recently appropriated by mankind, have been discovered in the interior by the Surveyor who is laying out the Township of Lasalle. On these, a good quantity of fine hay has been made.

The whole of the new road passes over soil of an excellent quality, and the nearer we approach the beautiful Lake *à l'Aïse* the more the soil appears to be adapted to profitable settlement and culture. In this part, we find the ground nearly free from stones; men have worked on it whole weeks with sharp axes which have not in that time lost their edge. The wood is of an admirable growth, extremely long, of middling girth, and various kinds, maple, birch, the Lombardy and black poplar; but in this part for a considerable breadth, it is the cedar which prevails. This valuable timber is extremely abundant and of rare beauty. It will be of inestimable value for building purposes and fences, and even as an object of trade. Fine shingles may be made from its wood. It is my opinion that there is a good deal of excellent land, to a considerable distance all round the Lake.

This road, when once completed, as it ought to be, will open out a magnificent field for settlement to the redundant population of the County, and will afford incalculable advantages to those who come into it. Many of the young people employed in the working of the road have in my presence declared their intention to settle near the Lake. Several lots have been already selected although not yet surveyed. When the road is finished to the Province line, which is four miles from the Lake, I am informed that the inhabitants of Kamouraska, and of the River St. John in the United States intend to petition the Legislature of Maine, to procure the opening of a road to that beautiful river; and if this project be realized, there is no doubt that this road will become a channel of commercial and international communication of the highest importance. I am informed that the French settlement on the River St. John already extends beyond the point where the road would reach that River, and that the distance from the Frontier Line to that point is scarcely eighteen miles. I am assured that the soil on the American side is at least as good as on this side of the Lake. There are, in the neighborhood of the Lake several water-powers, easy to be turned to account.

In Mr. Boucher's opinion, a sum of £1000 might complete the road to the Province line.

COUNTY OF KAMOURASKA.

Road in the lower part of the County of Kamouraska,

John Hume, Exploring Overseer.

Sum allowed, £900 0 0

It was intended that this Road should commence at St. *Hélène* or St. *Alexandre*. Much controversy has existed with regard to the commencement and the direction which it should take; but an arrangement having been effected between the parties, Mr. John Hume has been appointed, in a letter from Honorable A. N. Morin, dated 12th October last, to carry out this arrangement, by exploring and tracing out the line of Road.

Mr. Hume's Report has not yet been received by me.

COUNTY OF L'ISLET.

Elgin Road.

CHARLES A. VERREAULT, Overseer.

Amount appropriated..... £ 900 0 0
 " paid to the Overseer..... 900 0 0

The starting point of this road is at the termination of the depth of the Seignior of St. Roch, on lot 27 of the 1st range of the Township of Ashford, and its other terminus at the Province Line. It is situated in rear of the Parishes of St. John and St. Roch. It is 26 miles in length of which 5½ miles is finished less 2 or 3 arpents, but it is open throughout its whole length. The 5½ miles are passable for summer vehicles, and the remainder to the frontier between Canada and the United States for winter vehicles. The work has been executed by day labor.

No important bridge has been made on this road, the longest is only 20 feet in length

The average cost of the road has been £168 per mile.

It will hereafter form a means of communication with the River St. John on which there are considerable water powers, and also with Madawaska and New Brunswick, considered in this light it must be regarded as one of the most important outlets of the District of Quebec.

Mr. Verreault estimates at £3,500 the sum required to finish the Elgin road.

In a very good report which he addresses to me, this gentleman says; "The Townships of Ashford and Fournier are not yet fit for settlement, notwithstanding their proximity to the river; it is only in the rear of those Townships that we find a soil suitable for the settler. This extends, however, to the frontier line between Canada and the United States. This tract which I have traversed in every direction and of which I am qualified to speak from my personal observation, is in general very level, with few or no stones. As to the variety and quality of the timber, the spruce predominates. We find, however, pine in some quantity, but for the most part either cut down or soon to be cut. The timber is generally of middling girth, but of prodigious height, an evident proof of the fertility of the soil."

There are, moreover, several considerable water powers on which mills of all kinds might easily be built.

"These are, sir, the features presented by the tract of country situated a few leagues south from the river, from which no benefit can at present be derived, for want of roads. A few settlers, however, more courageous and more confident in the future have wandered through the forest to this place which promises a bountiful soil, and have commenced some clearing in the expectation of a road. Let us hope that their expectation will not be in vain, and that they will find there a prosperous and a happy way of life."

COUNTY OF MONTMAGNY.

Road in rear of St. Pierre.

ANTOINE TALBOT and LOUIS BLANCHET, Overseers.

Amount appropriated.....	£ 200 0 0
" paid to Overseer.....	200 0 0

This road as laid out, should commence at the extremity of the Commissioners' road (*Route des Commissaires*) at St. Pierre on the south side of South River in the Township of Armagh, and end at the settlements in the Township of Montmagny.

About 50 acres of this road has been opened. It was done by day labor.

According to the Report sent in by Mr. Blanchet it appears that a part of the road is practicable for summer vehicles, and the rest for winter carriages.

Three bridges have been made on the road, two of which are from 15 to 18 feet long, and the third 11 or 12 feet long.

Mr. Blanchet is of opinion that each mile of road finished will cost £225.

According to the information which Mr. Blanchet was able to collect, and his own observation, the land in the Township of Armagh and in Montmagny, Mailloux, Bourdages and Patton is of a good quality.

The soil is of various kinds, the high land is in general overspread with a growth of hardwood. This road will be of great use in furthering the settlement of Armagh, Montmagny, Patton and Bourdages.

There are good water powers in the environs. Mr. Blanchet is of opinion, that £1000 would be required to complete the road; but concerning this road commenced under the superintendence of Mr. Antoine Talbot, and afterwards continued under that of Mr. Blanchet, I have not had so ample a report as I could have desired.

COUNTY OF BELLECHASSE.

Armagh Road.

PIERRE DAGNEAULT, Overseer.

Amount appropriated,.....	£300	0	0
do. paid to the Overseer,.....	300	0	0

This road commences on the south side of South River, in the Township of Armagh, and takes a south-easterly direction. In order to render this road useful, it was necessary to improve a road called the "Old Commissioners' Road," and to expend on it £50 of the money appropriated for the Armagh road. A considerable hill, at the commencement of the road required the expenditure of £75 to be made passable. The land over which the road passes is rocky.

Mr. Dagneault, the Overseer of the work, is of opinion that this road, a continuation of which is projected some miles in length, will cost £130 per mile exclusive of bridges. The whole work was performed by day labor, with the exception of one part which, given out by the piece, cost twenty-one shillings.

One mile seven acres and seven perches of the road is finished, and may be used by summer vehicles. This part of the road so opened, leads to a track two leagues in length, which may, though with difficulty, be used by winter vehicles.

This road is in Armagh, but it is possible, though I cannot ascertain this by the report of the Overseer, that the road called "the Commissioners' Road," is not in the Township of Armagh.

Mr. Dagneault estimates at £250 or £300 the building of two bridges required on this road, one over South River, the other over *La Fourche du Pin*.

According to the Overseers' report, it would appear that there is in the environs of this road which have been explored to a depth of eight miles, a considerable breadth of excellent land, on which maple, birch, tamarack and fir predominate. A good water power exists in the Township of Mailloux, not far from the projected line of road.

COUNTY OF BELLECHASSE.

Buckland Road.

Messire M. MAILLOUX, Overseer.

Amount appropriated,.....	£800	0	0
do. paid to the Overseer,.....	800	0	0

This road commences at the eighth concession of St. Gervais, and is intended to open a communication between that place and the new settlements of the Colonisation Society in Bellechasse, which are situated in the eastern part of the Township of Buckland. It is likewise intended to be continued, as far the funds

appropriated will permit, to the rough and hilly district in rear of the Township of Mailloux, on the line leading towards the frontier of the Province.

Three leagues of this road are opened, and two miles and twelve arpents nearly is finished. The remainder of the road which has been commenced is cleared, even the roots being taken out throughout its whole length. It is altogether in the Township of Buckland. It is ready for the use of wheeled carriages as far as the *River des Abénaquis*, and is passable, although with some difficulty, throughout its whole length for the same description of carriage.

The work was done by day labor.

Messire Mailloux declares that he cannot state the cost per mile of the road which is completed, inasmuch as the men worked sometimes in that part of it, and sometimes in the other which is still incomplete; he adds however, "if nevertheless an answer were strictly required, I could, on my return to St. Charles, (in a month and a half) give a tolerably correct statement."

The bridge over the *River des Abénaquis* which was likely to fall, has been repaired, and a second bridge has been built over the second branch of that river. But few other bridges remain to be made, and those of little importance. "I consider," says Mr. Mailloux, "the opening of the road, of which I have superintended the execution, as of great importance in furthering the settlement of the Country."

"Since the commencement of the work, a considerable number of young persons, and even of fathers of families, have taken lands there. I am convinced that but few lots remain to be taken up.

"Till that time the settlement of that part, which was under the auspices of the Association of the County of Bellechasse, had advanced but slowly. The opening of the road even at its commencement awakened a spirit of active settlement, and the persons who have taken lands there are perfectly satisfied with the quality of the soil.

"The road is intersected, 1st. by the *River des Abénaquis*, 2nd. by the second branch of the same river. These two rivers possess considerable water power. Six or eight other small streams intersecting it, may furnish water enough for saw mills, which might run, in the spring at least, for a considerable time.

"There is no limestone, no iron ore nor other useful mineral.

"In my remarks which I annexed to the account which I rendered, I have asked, I think for £700 or £800 to finish this road. My intention, in asking for that sum, was to cut down the wood on each side of the road, which I consider to be indispensable. The road itself would not require, I believe, more than about £500 or £600 to complete it."

Those who are favorable to the colonization of the Country, owe thanks to the Reverend Mr. Mailloux for the zeal and disinterestedness with which he has conducted the works on the road, placed under his superintendance.

COUNTY OF DORCHESTER.

Frampton Road, Côtes à Mimeau.

Reverend MESSIRE KERRIGAN, Overseer.

Amount appropriated.....	£184 10 0
Do. paid to the Overseer.....	150 0 0

When, having visited the Côtes à Mimeau, I proceeded to Frampton, I readily understood that the inhabitants of that Township would prefer a line of road passing over those hills to any other line of communication with Quebec; and

I was assured that if the Government money was expended in repairing that road, there was reason to hope that the inhabitants would afford their aid.

Messire Kerrigan yielded to my entreaties that he would assume the superintendence of the work, which I urged with the hope that his influence would be an efficacious means of securing the aid of the inhabitants.

Notwithstanding a serious illness which compelled him to keep his bed for several weeks, and would not permit him to watch the work as he wished, that gentleman was, nevertheless, enabled, by employing Sub-Inspectors, to urge forward the work in a way that testifies to his zeal and public spirit.

In his report M. Kerrigan says :

“The money is now all expended, and, I am happy to inform you, very judiciously.

“The route we have taken is one rock, so that I was compelled to send for miners, without whose assistance we could have done nothing. The improvements made are astonishing, considering the sum expended; but all the inhabitants, Catholic and Protestant, almost without exception, lent a hand to the work. I think I may safely affirm that the work done by these people exceeded that which was done by the paid workmen.

“There still remain, however, some bad hills which it will be necessary to lower, and I think it would be a judicious proceeding on the part of the Government to appropriate a farther sum for the purpose; wanting that, all that has been done would be almost useless.

“Since the making of these improvements several persons (six families,) have come in to settle, and if the whole line was improved, the immigration would be more numerous.”

The sum of £150 was originally appropriated and expended, as you may have seen; subsequently, in pursuance of a letter from the Hon. A. N. Morin, dated 4th January last, £24 10s. additional was authorised to be applied for the improvement of those hills, and will be expended in the spring. A part of the road which has been improved passes through St. Marguerite and Joliette, lands which are held in Seigniorry.

COUNTY OF BEAUCE

Lambton Road.

LOUIS LABRECQUE, Overseer.

Amount appropriated for the repair of this road.....	£150	0	0
“ paid to the Overseer.....	148	1	3

Mr. Louis Labrecque, being appointed to improve the Lambton road, and to build a bridge over the *Rivière aux Bluets*, commenced the work in a very dangerous swamp, seven acres in length, in the Township of Forsyth, where it was necessary to make ditches and lay down fascines. Two acres of low ground near the *Rivière aux Bluets* were also repaired.

To give an idea of the difficulties which the settlers meet with on some of their roads, I shall mention the fact that, previously to the improvements which had been made, travellers have been obliged to pass a day and a night on the bridge over the *Rivière aux Bluets*, waiting until the water, which overflowed the low ground, had passed off, and allowed them to proceed on their way.

Out of this appropriation some parts of the Lambton Road in Tring have also been repaired to the amount of £8 1s. 3d.

The bridge over the *Rivière aux Blancs* is built, and cost £57 10s. It could not have been made for that sum, had not Mr. Labrecque succeeded in procuring from the inhabitants of the place a considerable number of days' work. It nearly resembles that which the Government built 14 years ago.

Another bridge remains to be built which may cost from £45 to £50. Besides the bridge which Mr. Labrecque has built, he has repaired nearly a mile of road. These various works were all executed by day labor.

A mile still remains to be repaired in Lambton, nearly two miles in Forsyth, and six in Tring.

This road passes over a very fine hard-wood country, nearly throughout its whole length, which is 27 miles, from Winslow to St. Francis.

It is one of the principal roads which ought to be opened, besides being the only road to Quebec, for a population which is already considerable; it is also a part of the Road which ought, as I have remarked elsewhere, to be opened from the Railroad at Arthabaska to the River Chaudière.

There are five water powers situated in the neighbourhood of this road.

Mr. Labrecque perceived in it several traces of gold, and especially of copper.

Mr. Labrecque estimates at £50 per mile, the remainder of the improvements which are required, that is to say at £450; but in one of his letters addressed to me, some time since, he remarked that if the Municipal Corporation levied a tax for these improvements particularly in Tring, where a few proprietors possess large tracts of land, a smaller amount of public money would suffice.

COUNTY OF BEAUCE.

Repairs of two Bridges on the Lambton Road.

REMÉ BOLDUC, Overseer.

Amount appropriated,.....	£150	0	0
do. paid to the Overseer,.....	150	0	0

As it had been resolved that a way of communication should at once be opened between the settlements on the River Chaudière and those on Lake St. Francis and Aylmer, and also with the Quebec and Richmond Railway at Arthabaska, it was necessary to improve the Lambton Road, and more especially to repair or renew the bridges on that road, which had become very dangerous through age or want of timely repair.

The late Mr. Rémi Bolduc was appointed to repair, or rather to rebuild two bridges on the Lambton Road, one over the *Bras*, the other over the *Bras Ouest*; (these two arms or branches of the river have no other names.)

The dimensions of the first bridge over the *Bras* in the fourth range in Tring, are 129 feet in length, 18 in width, and 17 in height.

The second bridge over the *Bras Ouest* is situated in the eighth range in Tring. It is 130 feet in length, and it was necessary to raise it to a height of $4\frac{1}{2}$ feet above the high water mark.

In his report of 27th November, Mr. Bolduc wrote to me: "I expect to finish my bridges by the 2nd or 4th December, and I will then send you a correct description of them, together with a detail of the expenditure, and a list of the days' work, contributed by the inhabitants."

But his death having happened a few days after that date, it was from the Reverend Messire Roy, Curé of St. Victor de Tring, that I received the report concerning those works.

Under the date of 18th December, the Curé of Tring writes to me ; " I have had occasion to see and examine the bridges in company with the Deputy Grand Voyer. We found them to be put up in a neat and substantial manner. He (Mr. Boldue) could certainly not do more with the money at his disposal. I must declare to you that that money has been expended with judgment and economy.

Messire Roy thinks that £100 might complete the repairs which are to be done to that part of the road which is in Tring.

COUNTIES OF LOTBINIERE AND MEGANTIC

Gosford Road and Craig's Road.

WILLIAM HUME, Overseer.

Amount allowed for the Gosford Road,.....	£125	0	0
do. do. for the Craig's Road,.....	100	0	0
	<hr/>		
	£225	0	0
Paid to the Overseer for 1st Road'	£125	0	0
do. do. do. for 2nd d'	100	0	0
	<hr/>		
	£225	0	0

Gosford Road.

This road was made in 1842 and 1843, under the direction of the Office of Public Works. It commences at the Craig's Road, in the Seignior of St. Gilles, runs south over a part of the said Seignior, and that of St. Croix, crosses also the Townships of Nelson, Inverness, Halifax and Ireland, where it intersects the Craig road and passes beyond Dudswell. It was originally well made, but through neglect, had become, in many parts, almost impassable.

It has been repaired to the extent of nearly seventeen miles, that is to say, on the 9th, 10th, 11th and 17th miles.

Six miles of this road are in the Seignior of St. Gilles, three in that of St. Croix, four in Nelson, eleven in Inverness, eight in Halifax, and in Ireland, till it intersects the Craig's road, one mile and half. Five miles of road in the Seignior of St. Gilles, three in the Township of Nelson, and one in the Township of Inverness, have been repaired.

The road was carried on by day labor, and the repairs have cost on an average £12 10s. per mile.

Mr. Hume has not built a bridge on this road, but he has repaired one over the River Thames.

There is one bridge to be built in Ireland, for which £100 public money was appropriated, which sum will be expended as soon as the Municipal Council of the County shall have provided by a by-law for the levying of an additional sum which is necessary for the building of the said bridge. Some other bridges require repairs, but of those works I have no estimate.

There are several good water powers in the neighbourhood of this road, particularly on the River Beaurivage, and on the Rivers Béancour and Osgood. There are also limestone quarries in the Parish of St. Sylvester; and copper ore of excellent quality is found in the Township of Leeds and in that part of the Township of Inverness which adjoins this road.

The Gosford road is one of the most important channels of communication in the Eastern Townships, and its utility, as also the quality of the lands over which it passes, are sufficiently well known to render longer details unnecessary.

£200 would be required to complete the repairs which are most urgently required on this road.

Craig's Road.

Craig's road is one of the oldest in the Eastern Townships. It was opened under the administration of the Governor of that name and was verbalised in December 1817. In certain parts of this road, as in the upper part of the Township of Leeds and between the Townships of Ireland and Inverness, it is very bad. We meet with steep hills which ought to be improved or avoided.

The office of Public Works gave directions some years since to explore part of the road, and according to information which I have received, it would seem that it was thought expedient to avoid them, by giving another direction to the present road.

A sum of £100 had been appropriated for the improvement of these hills, but after a consultation with Mr. William Hume, and another with the Honorable the Commissioner of Crown Lands in September last, it was decided that the sum allowed not being sufficient to improve or avoid those hills, the bridge over the river Osgood, which had become impassable, should with that money be entirely rebuilt. Mr. Hume was appointed to superintend the building, and acquitted himself of the duty with zeal and economy.

Although the bridge is not entirely completed, it is passable and safe.

Mr. Hume is of opinion that £20 or £25 would be sufficient to complete it.

There are several other bridges on the road which require repairs.

For the purpose of avoiding the hills above mentioned, it would be necessary to deviate from the present line in several places, which deviations would in the opinion of Mr. Hume involve an expense of £500.

COUNTY OF MEGANTIC.

Road from Black River Station (Bécancour) and Somerset and Halifax Road.

F. S. POUDRIER, Overseer.

Amount appropriated for 1st road.....	£ 125	0	0
“ “ for 2nd road	350	0	0
	<hr/>		
	£ 475	0	0
	<hr/>		
Amount paid to Overseer on 1st road.....	£ 125	0	0
“ “ “ on 2nd road.....	50	0	0
	<hr/>		
	£ 175	0	0

These roads are in reality but one, the Somerset and Halifax being only a continuation of the Black River Station road.

The former commences at the Black River Station in Somerset, and ends in the Provincial road at Arthabaska, the second commences at the terminus of that road at Arthabaska and will take the direction of Lake Williams in Halifax.

The Black River Station road is nearly 3½ miles in length, the Somerset and Halifax 11 miles.

These two roads bring the Townships of Somerset and Halifax in direct communication with the Railway Dépôt at Somerset.

The Grand Trunk Railway Company contributed liberally to the opening out of the first of these roads, and the Government has ordered the expenditure of about £125 thereon: three quarters of a mile are completed of the first road; the remainder is practicable also for summer vehicles.

The second road from Somerset to Halifax is also very important to the inhabitants of Halifax and the neighbourhood.

Of the sum of £350 appropriated for the opening of this road, not more than about £50 has been expended to open a winter-road between Halifax and the Railway-Dépôt in Somerset, for the conveyance of the mails and passengers.

The inhabitants of the place not being able to make this road which is eleven miles in length, and the sum of £350 not being sufficient for the necessary expenditure in making it, it became necessary to combine the efforts of the Municipality with the Government aid. Proceedings were accordingly set on foot in the Municipal Council No. 1 for Megantic for the purpose of establishing this road in a legal manner; but difficulties having arisen among the parties concerned in the said road, a delay consequent thereon ensued, which did not admit of the work being commenced at the proper time. It was not before 30th November last, that I received the certificate (dated 27th of the same month) from Mr. Hough, Secretary Treasurer of the said Municipality, stating that the *Procès Verbal* establishing the said road had been passed by the Municipal Council, that it had been publicly advertised in conformity with the 5th section c. 98, 14 and 15 Viet., and that in the two weeks ensuing on the publication of the By-law of the said Council, no person had signified his intention to appeal against the said *Procès Verbal*.

Whenever, at a suitable season of the year, the Municipal authorities shall have apportioned among the parties interested the work which is to be done pursuant to the *Procès Verbal*. The disposable balance will be expended in aiding the inhabitants who are bound by the said *Procès-Verbal* to open and complete the said road.

Mr. Poudrier, Surveyor and Overseer of the works on these two roads, asserts, with much reason, that the Somerset and Halifax road ought to be continued to Lake St. Francis. The continuation of this road would afford facilities of transport to a considerable number of hardy pioneers in the neighbourhood of Lake St. Francis, and give access to a large tract of excellent land belonging to the Crown in the Townships of Ireland, Coleraine, Price, Adstock, Lambton, and Aylmer. It would likewise diminish, by nearly one half the distance, and, by more than half, the time in travelling from Lambton and its environs to Quebec.

Mr. Poudrier is of opinion that to complete these two roads, the sum of £200 would be required for the first, and £680 for the second, but it is possible that in the latter sum, Mr. Poudrier includes the amount of work which the parties mentioned in the *Procès Verbal* above mentioned, are bound to perform.

COUNTY OF LOTBINIERE.

St. Croix Road.

ANTOINE MONFET, Overseer.

Amount appropriated.....	£100	0	0
Do. paid Overseer	400	0	0

This road is a continuation of the St. Croix road, from the Quebec and Richmond Railway to the Gosford Road. Its length is five miles, five arpents,

and seven perches, and it is quite open. But one mile only is in a state to be used by summer vehicles, the remainder being only fit for sleighs.

Mr. Monfet thinks that the road when it is finished, will have cost £200 per mile, exclusive of bridges.

All the bridges, seven in number, are made.

The length of these bridges on an average is 17½ feet, and collectively they will have cost when finished (the side guards are not set up,) about £125.

The land over which this road passes is not valuable. It is generally low, but on the higher ground it is covered with valuable timber, as white pine, spruce, and tamarack.

The adjacent Townships have a good soil, and are already well settled.

The whole work has been executed by day labor.

The entire road, as planned and opened is in the Seigniorship of St. Croix, belonging to the Ursuline Nuns of Quebec.

This road is one of great utility, being the channel of communication with the railway.

Mr. Monfet thinks that not less than £735 is necessary for its completion.

COUNTY OF ARTHABASKA.

Maddington Road.

Messire EDOUARD CHABOT, Overseer.

Amount appropriated,.....	£350	0	0
do. paid by Head of the Department.....	300	0	0
do. do. by this Office,.....	50	0	0
	£350	0	0

This road is twelve miles in length, and is opened throughout. It is good and practicable for summer vehicles. It commences one mile from St. Gertrude, and ends at the settlements on the river Bécancour.

Five bridges, the length of which varies from thirty to forty feet, have been built on this road.

The whole work was done by day labor.

The entire road is situated in the Township of Maddington.

This is one of those roads which are destined to be most serviceable to the cause of colonisation, from the quality of the soil, and the extent of the tract of wild land which it traverses. It is one of those, on the contrary, which have required the smallest appropriation of public money, in proportion to its length.

Messire Edouard Chabot, i. w. attached to the Episcopal Palace of Three Rivers, and formerly *curé* of St. Gertrude, undertook with a degree of zeal which is above all praise, the opening of this road.

The sum of £350 not being sufficient to complete the road, he succeeded in procuring aid to a considerable extent, and far beyond all expectation. The inhabitants of the neighbouring parishes contributed not less than two thousand days' work, and he also obtained contributions in money to a considerable amount. Mr. Venant St. Germain, an inhabitant of the Township, gave in money, £45.

This road opens a communication which has been long required, between the Townships and the Town of Three Rivers. There are near to it several water powers, one of which is considerable enough to induce the belief that before many years have passed, Maddington will become the centre of a considerable trade.

According to information which I have been able to collect, a sum of about £200 would be required to complete this road.

Some of the proprietors in this Township have expressed a wish that it should be made a Turnpike Road, to ensure its maintenance.

COUNTIES OF NICOLET AND ARTHABASKA.

Aston Road.

JOSEPH PRINCE, Overseer.

Amount appropriated,.....	£400	0	0
do. paid the Overseer,	400	0	0

The commencement of this road is on the twelfth range in Aston, between lots 15 and 16. It passes over a part of the Township of Aston, the augmentation to Aston, and the augmentation to Bulstrode, and it will be a channel of communication between the Parishes on the south side of the St. Lawrence opposite to Three Rivers and the railway station at St. Christopher in Arthabaska.

Its length is about 27 miles.

The extent of the road opened is 10 miles in the Township of Aston, and its augmentation, and 2 miles in the augmentation to Bulstrode.

It has been opened as far the line between Horton and Bulstrode. One half of the road may be travelled over by summer vehicles, and the other half by winter carriages only.

The work was carried on by day labor. No part of the road being completely finished, Mr. Prince cannot state the probable average cost per mile.

Two bridges have been built on this road, one 135 feet and the other 115 feet in length, including piers and abutments, which cost, the first £15, the second £36. Other bridges will remain to be put up hereafter, but not on Crown or Clergy lots.

The land over which this road passes, as also that to which it extends, are generally of good quality. So it is with the timber which we meet with, both in quantity and quality.

Mr. Prince mentions in his report, that a number of young persons are awaiting the opening of this road, to proceed to settle in the Township above mentioned. Some have even gone in already.

This road is the only means of communication between those Townships and the Town of Three Rivers, and between them and the Quebec and Richmond Railway.

There are several water powers in the augmentation to Horton on the River *du Loup*.

The sum required to complete the road already commenced is in Mr. Prince's opinion £350.

The road though incomplete is highly useful to the inhabitants of the Townships, called the Hardwood Townships, "being, says Mr. Prince, a short and convenient means of reaching Three Rivers, where they transact most of their business."

Mr. Joseph Prince, who, in the winter of 1854, by order of Honorable M. Morin, explored the country over which the road passes, the construction of which he superintended, drew up a clear and judicious report, from which I make the following extract: In all his exploring expeditions, he did not find one tract equally beautiful and promising, but what he says of a great part of what he travelled over, ought to be known to the friends of the work of colonization.

"On each side of the road as it is traced out," observes Mr. Prince, "in the twelfth range in Aston, lies a considerable tract of land of excellent quality, on which we shall shortly see, if the road is made, a great many flourishing settlements."

"On the right, as we ascend is a level country, (*savanne*) covered with red tamarack before mentioned, and of considerable extent. The soil is of the first quality, and easy to be drained into a creek of some size which crosses it, and which, though running on a level, seemed to me to have a rather rapid current. Moreover, a proof that that *savanne* is easy to drain is this, that after the heavy rains which we have had this autumn, a pole can be pushed to any depth in the soil without finding ice under the snow. To the left of the track ascending, the ground on three lots, is a little higher and covered with mixed wood, pine, hemlock, hard-wood, &c.; in rear of these three lots, the ground is lower as far as the boundary line of Bulstrode; here is another *savanne* of superior quality as to the soil, and the wood, ash, elm, cedar, &c. This too might be easily drained by the river Blanche at the head of which it is situated.

"Ascending the 13th range, I followed the same direction, still keeping the lateral boundaries of lots 15 and 16. First we found a grove of pine mixed with a few hemlock, tall and well grown, and in three acres magnificent hard wood which continues without much change three or four acres into the 14th range. This hard wood extends to the right as far as No. 20. (It has been explored no further.) Here the wood is free from branches and straight. The researches which I made, convinced me that the soil is not rocky, still following the same direction, and on the same description of soil, about eight arpents further, I crossed the great line which separates the Township of Aston from the Augmentation to Bulstrode, about the middle of the eighth range of the said Augmentation. Here we found ourselves on a slight elevation covered with fine hard wood, beech, birch, and maple, the latter especially in great abundance.

COUNTIES OF ST. MAURICE AND MASKINONGÉ.

St. Didace, Caxton, and Hunterstown Roads.

P. C. RIVARD, Overseer.

Amount appropriated for the 1st Road	£150	0	0
" " 2nd Road	600	0	0
" " 3rd Road	200	0	0
	<hr/>		
	£950	0	0
Amounts paid to the Overseer by the Department of Crown Lands at Quebec	£100	0	0
By this Office	826	13	1
	<hr/>		
	£926	13	1

1. The projected length of the St. Didace Road is $2\frac{1}{2}$ miles. It is opened throughout its whole length, and is practicable for summer vehicles. One part of this road is situated in the Seigniorie or Fief of Lanaudière, but it is impossible to ascertain how great a part.

The work was executed by day labor.

The commencement of the road is the Ruisseau Plat, its termination is at a bridge 24 feet long, which cost £7 10s.

2. The Caxton road commences at the Shawanegan road, crosses St Etienne, St. Barnabé, and St. Paulin, and ends at the residence of Joseph Trépanier, in St. Ursule.

The intended length of this road is 11 miles and 11 arpents; 5 miles and 4 arpents are finished and practicable for summer vehicles.

One bridge has been built on the road over the River Machiche, 80 feet in length, which cost £60. Another bridge over the River du Loup, 110 feet in length, cost £106.

3. The commencement of the Hunterstown road is opposite the Concession called the *Bout du Monde*, its end is in Hunterstown. Its intended length is 6½ miles, of which 4 miles are finished and fit for summer vehicles.

On this road, five bridges have been built, the cost of which amounts to nearly £30, and for the ferry over the River du Loup a scow has been built which cost £20.

In the precincts of the Caxton road the soil is sandy, and the timber is partly hard wood and partly mixed.

In St. Didace we find a chain of rocky mountains.

In Hunterstown we find land of the best quality, covered with hard wood, mixed wood, and abundance of tamarack.

There are in Hunterstown three good water powers.

Mr. P. C. Rivard affirms that he discovered in Hunterstown a mine of iron which he thinks to be of value, and in Caxton a very fine limestone quarry.

In Caxton there still remains 6 miles and 5 arpents of the road to be made. The cost of the roads completed averaged £60 per mile. The work on these two latter roads, as on the first mentioned, was done by day labor.

COUNTY OF BERTHIER.

Brandon Road.

AMABLE JETTE, Overseer.

Amount appropriated.....	£400	0	0
Do. paid Overseer.....	400	0	0

This road, which lies entirely in the Township of Brandon, commences in the 4th Range, No. 18, and terminates in the 9th Range, in No. 19, a distance of five miles. Throughout four of these miles the road is 20 feet wide, and in the remaining one it is only between 12 feet and 15 feet.

The whole of this road, even to the last mile, is practicable for summer vehicles of all sorts.

The cost per mile, exclusive of bridges, was £66.

The road was made by day labor.

Nine bridges have been made, the length of which varies from 5 to 40 feet, at a cost of 3s. 9d. per foot.

"The soil in the neighborhood," says Mr. Amable Jetté, the Overseer, "is rocky. You will here find the bare rock cropping out. At the foot of the hills, however, there is good yellow clay. The timber consists of maple, birch, spruce, and hemlock." In a recent survey it was discovered that from the 9th to the 13th Range, and even as far as three miles in the interior of the latter Range, towards the West, and as far as the Seigniorship of Ramsay, the soil is more even and better adapted to the formation of settlements.

Since the road was opened, a great number of persons have visited the lands adjoining, several have settled on them; a few have settled even in the 11th Range, although the road terminates in the 9th.

There is, in the 11th Range, a water power, which, though not very large, may, nevertheless, be useful to the settlers.

For the purpose of opening out for settlement the level country in the rear of Brandon, Mr. Jetté is of opinion that the present road should be continued seven miles further, and that £525 would be sufficient for that purpose.

COUNTY OF JOLIETTE.

Two roads in Cathcart.

LAURENT DESAULNIERS, Overseer.

Amount appropriated.....	£ 650 0 0
“ paid Overseer.....	600 0 0

The proposed length of these two roads is nine miles; of that which is finished it is seven and a quarter miles less five chains.

Both roads are in the Township of Cathcart. The one starts from the front of lot No. 21 in the 4th range, crosses the river L'Assomption, continues on No. 27 in the middle of the 5th range, and is finished as far as No. 34 in the 6th range.

The other commences in front of lot No. 7 in the 4th range, and is finished as far as lot No. 9 in the 6th range.

The whole extent of these roads, which is 7 miles and a quarter less 5 chains, is practicable for summer vehicles.

They have cost on an average £77 per mile, exclusive of the bridges, the building of which has cost £23 17s. 10d. There are still a good many small bridges to be erected, the estimated cost of which is £2 10s.

The work was done by day labor.

About two-thirds of the land through which these roads pass, though somewhat stony, is susceptible of cultivation. The soil is of good quality. The timber is large and of various kinds, comprising maple, beech, spruce, hemlock, cedar and pine.

The lands are better in the interior than they are at the commencement of the roads and continue so as far as the 9th range.

In the environs there is a large tract of very fine land.

Almost all the lands through which these roads pass have been already taken.

Between £130 and £140 would be the amount requisite to complete both roads.

COUNTY OF MONTCALM.

Chertsey Road.

ALEXANDER DALY, Overseer.

Amount appropriated.....	£ 600 0 0
“ paid Overseer.....	385 15 4½

This road lies entirely in the Township of Chertsey. It commences on lot No. 24 in the front of the 4th range, and terminates at the extremity of lot No. 8, in the 6th range. The cost was £53 3s. 4d. per mile.

All the work has been done by day labor.

The proposed length of this road is about 11½ miles. Of this only 5½ miles, less 20 chains, has been opened.

The two bridges which have been built over the north and south channels of the river Lacouarreau are 300 feet in length, and Mr. Alexander Daly, the Overseer of the works, is of opinion that they are raised 4 or 5 feet above high water mark. The bridge over the river La Fontaine is 120 feet in length and is raised 8 or 10 feet above high water mark. There are two more bridges of 50 feet each, built over small streams. These five bridges cost together £82 8s. 6d.

The land through which the road passes, as well as that to which it is intended to extend, is good and heavily wooded with pine, tamarack, maple, cedar, *bouleau*, &c.

Mr. Daly thinks that about three-fourths of the land is suitable for agricultural purposes.

This road when completed will be of great use to the settlers.

There are many very good water powers in the neighbourhood.

In consequence of complaints brought against Mr. Alexander Daly, Overseer of the works on this road, the works were suspended on the 24th August last, and I received instructions from the Honorable A. N. Morin, then Commissioner of Crown Lands, to cause an enquiry to be instituted concerning the administration of the said Mr. Alexander Daly.

The inquiry was commenced, and I visited the road for the purpose of inspecting it, but a fall of snow 5 or 6 inches deep, which happened on the night previous to my arriving at Rawdon on the 8th November, prevented my examining it sufficiently to ascertain the stage of its completion. As to the bridges over the river Lacouarreau, those who are complaining pretend that they are not sufficiently elevated to be secure from the danger arising from the floods on that river, and Mr. Daly contends that they are. As there is but one family residing near the bridge, I was unable at the time I went there, to obtain a satisfactory account of the rise of the waters in that river.

Before however, leaving Rawdon, I left directions to some persons to send me the information required, and quite recently, I took fresh steps to obtain more satisfactory accounts than I heretofore had received. If I find there is a necessity for so doing, I will have the bridge still better secured, provided I shall have had just reason to incur the expense which will be necessary for the purpose.

COUNTY OF MONTCALM.

Wexford Road.

JOSEPH LAMBERT, Overseer.

Amount appropriated.....	£ 200 0 0
do paid Overseer.....	200 0 0

This road commences at the front of No. 48 in the 2nd range of Wexford, goes through the 2nd, 3rd, 4th and part of the 5th ranges and terminates there.

It is 3 $\frac{1}{2}$ miles in length and is fit for travel over all its extent. It has cost on an average £47 per mile, exclusive of bridges, which being 765 feet in length have cost £28.

The work was done by day labor.

The land on the heights over which the road passes is in general good, but rocky and covered with maple, beech and birch. In the low lands there is some good pine timber, but the soil is unfit for culture.

Mr. Joseph Lambert, Overseer of the works, says that there is fine land some few miles in the interior.

Mr. Magloire Granger, who made a survey in the rear of Wexford and Chertsey, speaks of the lands that he surveyed in such favorable terms, that I think it my duty to give you here a copy of his Report.

“ On the 12th December 1852, I started from the 6th range of the Township of Chertsey, in the rear of that of Rawdon, directing my course towards the north, along the line of the Township of Wexford. On the other side of these two Townships, I found a large extent of fine land covered with hard wood and other timber indicating the fertility of the soil. I explored as far as the source of the river Laconarean. Further on between the large lake of the same name and the said river there is a tract of about 8 miles in superficies which contains excellent land, covered with the finest timber possible, and well adapted to become a rich settlement. (The borders of the large lake Laconarean are equally suitable for the formation of another settlement.

“ I went 30 miles further than the source of the river, but there I saw no very good land.

“ In coming back I followed as nearly as possible the north east line of Chertsey, and there I found a tract of land about 20 miles in length by about 6 in breadth which stretches along the banks of the river and which would make a beautiful settlement, were there a road opened to get to it.

“ The land does not offer any impediments to the construction of a road, and I do not think that it will cost more than £40 per mile to make one.

“ This road would be about 30 miles in length; for the lands of which I have just spoken are distant no more than about 25 miles from the Township of Chertsey, and that of Wexford.

“ There are a great many water powers in these places, as well as numerous lakes filled with fish and water fowl.

“ There are also a great many large pine trees of very good quality.

“ The river can be ascended in canoes at all times during the summer season.

“ This country deserves to be explored more minutely, and a road should be opened to render it accessible. I am assured that, as fast as the road shall be made, the lands will be taken, and that a large population of settlers will come in in a short time; the more particularly, as it is not difficult to penetrate these rich tracts, while still in a state of nature.

COUNTY OF MONTCALM.

Kilkenny and Beauport Roads.

HUGH McADAM, Overseer.

Amount appropriated for the 1st Road.....	£130	0	0
For the second Road.....	91	0	0
	<hr/>		
	221	0	0
	<hr/>		
Amount paid Overseer.....	218	12	4 $\frac{1}{4}$

The former of these roads lies entirely in Kilkenny. It commences at the boundary line between Kilkenny and Terrebonne 3 $\frac{3}{4}$ miles of it have been opened, but three-quarters of a mile only have been completed, 2 $\frac{1}{2}$ miles are practicable for summer vehicles and 1 $\frac{1}{4}$ mile for winter carriages only.

Mr. McAdam estimates the cost per mile at £69 on an average, but does not state whether he means the road can be completed, throughout its whole extent, for that sum. It is, however, probable that he means it so.

The land over which this road passes is of different qualities, being gravelly on the heights, clayey and loamy in the low lands. The timber also is of mixed kinds, but the lands to which the roads will lead, are of a far better quality.

The continuing of this road as far as Grand Lake would be a great advantage and would probably not cost more than from £100 to £120.

Beauport Road.

This is a by-road which starts from the 11th range in Kilkenny and goes up to the first range of Wexford, between Nos. 48 and 49. It is a little more than a mile long and terminates in the commencement of the 2nd range. It cost £76 per mile. There is on this road a bridge 50 feet in length, the construction of which cost £12 7 0. The work was done by day labor.

This by-road was very much required as a means of communication between Kilkenny and Wexford, and it will be of great use to the settlers in the latter Township. It is practicable for summer vehicles.

The soil in the vicinity is good. There are a great many water powers. Mr. McAdam says that there are indications of iron and of lead and other useful minerals.

COUNTY OF TERREBONNE.

Morin and Howard Roads.

ROBERT GILMOUR, Overseer.

Amount appropriated.....	£200	0	0
Do paid Overseer.....	200	0	0

This road commences between lots Nos. 30 and 31, in the front of the second range of the Township of Morin and goes towards that of Howard.

Three miles and 16 chains of the road have been completed. A bridge 108 feet in length was built on it at the cost of £25.

All the work was done by day labor. It cost, on an average, about £60 per mile. It was travelled over by wheeled carriages last autumn, throughout its whole length. The land in the neighbourhood of this road is excellent. The timber is of various descriptions, but consists principally of hard-wood.

The lands of which two-thirds are maple, have all been already taken.

If this road were continued, it would tend greatly to promote the settlement of the Townships of Howard and Wentworth, the former of which will shortly be surveyed.

There is a very considerable water power 24 chains from the commencement of the road. There is an abundance of lime stone on both sides of a little stream in the third range.

Mr. Gilmour says that he saw traces of iron ore and that he has every reason to believe that there are large quantities of it in the vicinity. He also found mica (of which he sent me a specimen) and says that there are large quantities of it at the foot of a mountain in the 4th Range of the Township of Morin.

COUNTY OF TERREBONNE.

Lac Latruite Road and repairs to the Lac Rond and Montagne du Sauvage Roads.

L. E. LAROQUE, Overseer.

Amount appropriated, for the first road.....	£600	0	0
Second.....	75	0	0
Third.....	125	0	0
	£800	0	0

Amount paid Overseer,			
By Department at Quebec.....	£241	0	0
By this Office.....	175	0	0
	<hr/>		
	£416	0	0

The proposed length of Lac Latruite Road is 8 miles and 25 chains. It commences from lot No. 2, on the line of the 3rd Range of the Township of Morin, passes over the North side of Lac Latruite, enters the Township of Beresford in the 3rd range and terminates on the North East line of this Township. The road has been opened to the extent of 6½ miles.

The improvements in the road at *Lac Rond*, in the Township of Abercrombie, and in the road to the *Montagne du Sauvage*, in the township of Morin, have almost all been completed throughout a distance of 3½ miles.

The two latter roads are practicable for summer vehicles, but the 6½ miles on the Beresford road are practicable only for winter vehicles. The work on these roads was done by day labor. That part of the roads, which is almost completed, has cost, on an average, from £80 to £90 per mile.

Three bridges have been built over the *Lac Latruite* road; the one over the outlet of the Lake is 25 feet in length, the cost £8; the second, over the outlet of the *Lac des Sables* is 60 feet in length, and, being built upon cribs to the height of five feet above the water, has required an outlay of £20. The third, twenty-eight feet in length, has cost about £4.

The soil over which these roads pass, consists of yellow clay, very rocky but fertile. There is a great deal of hard-wood timber on the high lands and soft wood in the low lands.

These roads are, according to Mr. Larocque, of the greatest advantage in promoting the settlement of these Townships, as well as those situated to the North and West of Beresford.

There are several water powers in Beresford, as also at the outlets of Lakes Sable and Main.

Mr. Larocque estimates at £400 the amount requisite to finish the *Lake Latruite* Road, and £400 to £450, that which is required for repairs on the two other roads.

COUNTY OF ARGENTEUIL.

Wentworth and Harrington Roads.

ANDREW BOA, Overseer.

Amount appropriated for the Wentworth Road,.....	£200	0	0
Do Harrington do	200	0	0
	<hr/>		
	£400	0	0
Amount paid Overseer,.....	£300	0	0

The Wentworth Road commences on the front of the 2nd Range, between Nos. 21 and 22 and goes into the interior in an almost straight line as far as the 9th Range on No. 23 a little to the East of Lake Inchbrakie where it terminates. It is nine miles in length.

Nine bridges, measuring altogether 324 feet have been built over this road.

The road is cleared of trees throughout its whole length, over a width of 15 to 20 feet.

Mr. Boa in his report says, "Although this road was constructed to serve as winter road, it may nevertheless be used as a summer one. It is certainly better than that which we passed over, from the 10th Range of Chatham, on

“the front of the 2nd Range of Wentworth, to go to the point where our works commenced.” Mr. Boa says that the inhabitants on the latter road, are poor and unable to make their own roads and recommends them to the favorable consideration of the Government.

The land is good on the 1st mile in Wentworth. In the five miles which follow it is very uneven and rocky, but on the rest of the line of road, a little more than three miles, it is good, less rugged and uneven and continues to be better in the interior.

Mr. Sinclair, Deputy Provincial Surveyor, who surveyed and drew the line of this road, reports that there is fine timber, suitable for the manufacture of potash in Wentworth. He speaks of the cedar there as being the finest he ever saw, Mr. Boa who had the superintendence of the opening of these two roads, employed all the energy and activity possible in constructing the Wentworth road. The advanced state of the season at which he completed his works prevented him from completing that of Harrington, the opening of which had to be postponed to the approaching season.

COUNTY OF OTTAWA.

St. André Arclin, Rippon, and Hartwell Roads.

CHARLES MAJORE, Overseer.

Amount appropriated.....	£225	0	0
Do. paid Overseer.....	225	0	0

This road commences at the church of *St. André Arclin*, passes over part of Rippon, and ends at Grand Lake in Hartwell.

The whole extent of the road, which is 15 miles, 22 arpents, has been opened, and is practicable for summer vehicles. Of these 15 miles 22 arpents, eight miles are in the Seignior of *La Petite Nation*, 2 miles 22 arpents are in Rippon, and 5 in Hartwell. The road, including the bridges, has cost £196. One of the bridges must, however, be rebuilt and made higher, as it is situated between two very steep hills, which must be lowered in order to make the road there as easy of descent as it is in other places.

£30 will probably be a sufficient sum to make this improvement. All the work on this road was done by day labor.

By following the line that has been adopted, the road is the straightest possible between the Village of *St. André* and Grand Lake; and we were enabled to avail ourselves of the considerable work done by the firm of Messrs. Gil-mour upon a winter road. This enabled Mr. Charles Majore, the Overseer of the works, to open this road for the moderate sum of £196.

This road opens a means of communication between the settlements already commenced on Grand Lake, in Hartwell, and those on the banks of the Ottawa. It goes over a country which is almost all fit for cultivation, the soil of which is light, and for the most part covered with hard wood.

In the Township of Rippon, one mile from the road, there is a stream and a water fall which might be turned to account. The greater part of the land bordering on the road, both in the Seignior of *La Petite Nation*, and in the Townships of Rippon and Hartwell, has been either applied for or taken by the workmen and others.

COUNTY OF OTTAWA.

Lochaber and Derry Road.

JOHN A. CAMERON, Surveyor.

Amount appropriated..... £180 0 0

The survey was not in favor of this road, and the design of opening it was given up, for the reason expressed in the Report which Mr. Cameron addressed to me and of which I here subjoin an extract.

" I regret that I have to inform you, that I have been unable to discover a line suitable for the laying out of a road either in East Derry or in Rippon to the East of the River Blanche, although I have caused the country to be examined in both directions.

" The country is mountainous, intersected by lakes, so that it is impossible to form a road in either direction; it would be a useless expenditure of the money appropriated.

" Our representative, Alanson Cooke, Esquire, had an interview with the Honorable A. N. Morin on the subject of this appropriation, and wrote to me that that gentleman was desirous that you should suspend all operations until further consideration, and until he could write to you on the subject.

(Signed,) J. A. CAMERON.

COUNTY OF OTTAWA.

Buckingham Road.

HUGH GORMAN, Overseer.

Amount appropriated..... £450 0 0

Amount paid to Owner..... 275 0 0

This road commences at a point three-quarters of a mile north from the village of Buckingham, and continuing northward for the distance of 15 miles, follows the east bank of the River *au Lièvre* to the north of the *Ruisseau des Prêtres*, from that point, holding by the channel of that stream as far as the western line of the Township of Portland, it continues to its termination in Wakefield, on the bank of the River Gatineau.

This road, as laid out, is to be 37 miles in length.

From its starting point, ten miles have been made which are fit to be travelled over, even by summer vehicles, and cost £213 19s. 6d., that is to say, £21 8s. 0d. on an average, per mile. In this sum is included the cost of nine bridges which were built. The balance remaining will be expended as soon as the season and the state of the soil permit.

In the precincts of the road, in the Township of Buckingham, the soil is generally good. The timber is of mixed kinds, pine and hard-wood.

The part of the road which passes through the valley of the *Ruisseau des Prêtres*, from the River *au Lièvre* to the River Gatineau, passes by Savannes and Lakes, and the soil is susceptible of a high degree of cultivation. Pine is common, and some of the hills are covered with hard wood.

 COUNTY OF OTTAWA.

Derry Road.

R. D. ACKERT, Overseer.

Amount appropriated.....	£150	0	0
do. paid Overseer	150	0	0

This road commences at a point on the Buckingham road, in the Township of Portland, ten miles from the Village of Buckingham, and runs eastward to the Township of Derry.

The whole length of the road is ten miles. The first $3\frac{1}{2}$ miles are cleared, (the stumps even being taken out,) and in several places both sides of the road have been ditched. The next $1\frac{1}{2}$ mile being on an alluvial soil occasioned by a beaver dam, has been ditched, and is practicable for summer vehicles. The last five miles are cleared to the width of 26 or 30 feet.

On 4th January last Mr. Aekert wrote to me: "The road is tolerably good throughout its whole length, and you will see that I have expended £134 12s. 3d., which leaves a balance in my hands of £15 7s. 9d., which I intend to expend in the approaching spring for some improvements before mentioned.

The soil along the road is excellent, generally level, well watered, and well wooded; hard wood prevails, and there is a scattered growth of pine.

 COUNTY OF OTTAWA.

Templeton Road.

THOMAS KENNEDY, Surveyor.

Amount appropriated.....	£150	0	0
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This road as originally planned was to commence "at a point in the neighbourhood of Perkins' mills, in the Township of Templeton and to intersect the intended Gatineau line, near the *Ruisseau du Corf*."

Mr. Kennedy continued his exploration to a distance of $23\frac{3}{4}$ miles. Throughout the whole distance he found only one swamp (*savanne*), 28 perches in width and more than 18 inches in depth.

Three bridges only will be required, the length of none of them will exceed 12 feet.

On the line we fall in with three settlements or clearings each half a mile in length, the last being in the 16th mile.

There is only a single mill which will require work to be done to it situated near Perkins' mills.

Mr. Kennedy is of opinion as are also the men who accompanied him, that the soil, over an extent of 17 miles in length, is well adapted for settlement. Hard wood is the most common.

With reference to the other $6\frac{3}{4}$ miles which he visited, three-fourths of the land appeared to him to be adapted to farming purposes.

At a short distance from this line there are three water powers, a few miles distant from each other.

According to this report, the line of road designated would be very useful and seems to deserve particular attention.

 COUNTY OF OTTAWA.

Road from Hull to the River Déserte.

J. J. RONEY, Surveyor.

Amount appropriated..... £900 0 0

The examination of this line was offered to several persons and refused.

The distance from one point to the other (from the commencement to the end) is supposed to be 60 miles.

Mr. Roney Deputy Provincial Surveyor was finally commissioned to make the exploratory examination and will shortly report thereon.

 COUNTIES OF PONTIAC AND OTTAWA.

Ouston and Markham Road.

Amount appropriated..... £225 0 0

Intended to commence about 6 miles north from Mr. Egan's Mills in the Township of Ouston, at mouth of the River Quego, and advancing to the north across the Township of Oldfield near the Trempe Mills, in the Township of Masham; supposed distance 15 miles.

Exploration offered and not accepted.

 COUNTY OF PONTIAC.

Bristol and Thorne Road.

A. STEWART, Surveyor.

From the rear of the Township of Bristol to the Township of Thorne, intended to intersect the line of the intended Clarendon Road, length nearly 15 miles.

It had been first intended to appropriate a sum of £225 for this road, but the appropriation was not made, because the necessary information was wanting. Afterwards, the line being examined, it was decided to open the road, like all the other roads in the Ottawa and Pontiac, as a winter road.

Two persons were recommended to me, to superintend the work of opening this road. They could not agree to accept jointly the proposed superintendence, and a delay arose in consequence which prevented the opening of the work.

In order to explain the delay which occurred to impede the organisation of the party necessary for the opening of any road on the Ottawa, I must remark that several of the persons who had been recommended to me, both as an exploring party or to work upon the road, and to whom these offices were proposed, having, for various reasons refused to accept them, I communicated to John Egan, Esq., M. P. P., the difficulty which I found, and that gentleman, who had some previous knowledge of what was passing, wrote to me as follows:

MONTREAL, 26th August, 1854.

SIR,—Permit me to inform you that I have written to several gentlemen of the County of Pontiac with reference to the roads. I think that it will be for the public advantage to delay the expenditure of the money, until I am able to procure for you other information which in my opinion will enable you to expend it in a manner and in a place where the inhabitants desire it to be expended, and also in conformity with the views of the Government.

Although the amount appropriated is small, yet by expending it in a direction where some assistance might be procured, there will be, according to what I know of the settlers, no cause of complaint.

I feel confident that they will be every way disposed to assist you in opening the roads to the Townships in the rear.

I feel obliged by your attention, and also by the spirit in which you execute the duties of your office.

I have the honor to be,

(Signed)

JOHN EGAN.

J. Boutillier, Esq.,
Inspector of Agencies. }

COUNTY OF PONTIAC.

Road from the Calumet to the River à la Loutre.

THOMAS WILSON, Overseer.

Amount appropriated	£375 0 0
Do. paid Overseer	147 11 1

This road commences on the River Ottawa, near Brizard's, opposite the church of *Le Calumet*, and ends at Lake *à la Loutre*, at Messrs. Gilmour and Co.'s post, passing over a distance of 20 miles. It passes over a part of two concessions in Litchfield, the whole Township of Clarendon, and part of Thorne. It is open as a winter road $12\frac{1}{2}$ miles. It cost on an average £16 per mile, exclusive of bridges. It passes over a soil of good quality, sometimes light, and sometimes clayey. Both fine hard wood and pine are found in its precincts. At the extremity of a branch line which has been explored lies a tract of excellent land, of considerable extent. This road crossing a tract of wild land, in the rear of some which is well settled, will not only afford valuable assistance to the inhabitants in rear of Clarendon, and in the Township of Thorne but will also be highly favorable to the settlement of the lands in the rear. There are water powers in its neighbourhood, as also in that of the branch road before mentioned.

COUNTY OF PONTIAC.

Road from the Calumet to Fort William on the River Creuse.

J. B. POUPORE, Overseer.

Amount appropriated.....	£600 0 0
Do. paid to the Overseer.....	263 13 8

This road extends from the head of the *Calumet* in the Township of Litchfield, to the mouth of the River Creuse in the Township of Sheen. Its intended length is 49 miles.

Twenty-three miles in length have been opened from the Black River to the River Creuse. Of these 23 miles 11 are practicable for summer vehicles.

In the first ten miles ascending by Black River, several bridges have been built, one of which is 240 feet long and from 8 to 10 feet high; another is 233 feet in length; a third 70 feet and 15 feet high; finally, a fourth 160 feet long by 20 feet high, and several smaller bridges.

The work has been done by the day, with the exception of a section of the road in Chichester, estimated at £20 and of a bridge over the Nikabo, a stream in Waltham which was made by contract. The road crosses the Townships of Litchfield, Mansfield, Waltham, Chichester and Sheen.

The soil is in general alluvial, mixed with sand and gravel, sandy in some places.

The sub-soil, according to the report of Mr. Poupore is a clay. It seems that in the back country is a considerable tract of land suitable for cultivation.

There are limestone quarries in Litchfield and Mansfield, and good water powers on the River Coulonge, on Black River on the Nekabo stream and in Chichester, where Mr. Poupore himself has saw-mills.

In these localities we find traces of lead and iron.

COUNTY OF WOLFE.

Repairs done to the Gosford Road.

ISRAEL RICE, Overseer.

Amount appropriated.....	£75	0	0
Do. paid to the Overseer.....	75	0	0

The length of this road, requiring repairs in the Townships of Ham, Garthby, and Wolfestown, is 23 miles, of which distance 16 miles have been partially repaired.

The work was done by the day, with the exception of 100 perches, which were done by contract, for the sum of £1 5s. Every part of this road is passable by summer vehicles.

Two bridges, one 30 feet long, the other 20 feet, have also been repaired. In addition to the amount appropriated, £75, the inhabitants gave 35 days' work. Two other bridges of the same dimensions have still to be repaired.

Mr. Rice considers the land over which the road passes as very fit for cultivation. No water power is found immediately on the road, but at the distance of 4 or 5 miles there is a very considerable one.

There is in Southam a very extensive quarry, of considerable value, of chromic iron, mentioned by Mr. W. E. Logan, Provincial Geologist, at page 66, (English version,) in his Report of progress, in the years 1849 and 1850.

Mr. Rice considers that with the days' works which the inhabitants of these Townships will contribute, a sum of £50 will be sufficient to complete the repairs of this road.

COUNTIES OF ARTHABASKA AND WOLFE.

Chester, Ham and Wolfestown Road.

P. N. PACAUD, Overseer.

Amount expended of the £5000 appropriated for the Eastern Townships ..	£626	19	3
Do. paid to the Overseer.....	626	19	3

This road is a continuation of the Megantic road, and must be considered as one of the most important in the Eastern Townships, as it opens a direct communication between the Railroad at Arthabaska and all the settlements which are situated on the Megantic and St. Francis roads.

It commences on the Craig road at a point which is 24 chains and 67 links from the *Ruisseau Poudrier*, crosses the Township of Chester in the 9th and 10th range, thence takes the line dividing the Townships of Wolfestown and Ham, and follows it as far as the Gosford road.

Although I bestowed all the attention to which its importance entitles it, on the opening of this road it could not be commenced before 27th September last. Mr. Andrew Russell, who was commissioned by Government to make an exploring tour as extensive as it was important, in the Eastern Townships, and who acquitted himself of the duty in a manner which merits notice, had, in the autumn of 1853, explored those parts of the Townships of Ham, Wolfestown and Chester, through which it was possible that this road would pass, but a fall of snow a foot in depth not having permitted that gentleman to examine the soil with sufficient exactness, he himself recommended "a more complete examination than that which he had made, before deciding on the line of the road."

In consequence of this recommendation, Mr. John Neilson, Deputy Provincial Surveyor, received instructions in the course of last summer to make a new exploration. On 6th September, I received from Mr. Neilson a very judicious report, accompanied by a plan on which the road was traced. These two documents prove in a satisfactory manner that Mr. Neilson's operations were conducted with judgment. Mr. P. N. Pacaud, was entrusted with the work of opening the road, and was requested, in prosecuting it, to use all necessary activity, in order to be able to give up the road to the use of the public at the beginning of the present winter.

Mr. Pacaud has succeeded beyond expectation, on 1st December the work was completed.

This road is 17 miles in length, is opened to the width of 15 feet, and cost on an average £33 7s. 6d. per mile.

In the report which Mr. Pacaud has transmitted to me we find the following judicious reflections, which for the benefit of settlers and that of the country round, I shall with pleasure reproduce :

"From the first to the fourteenth mile inclusive, there is not near this road a single lot of land which is not adapted for cultivation and in that tract we find a considerable number, the quality of which may bear comparison with that of the best in the Eastern Townships. The vegetation is vigorous, the timber standing wide apart, is handsome and very large, and consists generally of maple, basswood, walnut and ash. The settler while clearing his land would find on it a subsistence for his family, by the mere making of potash. Stanford, Somerset and Arthabaska now so prosperous are proofs of this.

"This road is crossed by several streams, some of size and fall enough to supply water power sufficient for saw and grist mills for a numerous and industrious population."

"It is by this road that persons leaving the Quebec and Richmond Railway trains at Arthabaska can most easily and directly reach Lake Aylmer, St. Francis and the beautiful valley of Megantic. This very autumn the powerful Company of Black and Brown awaited the opening of this road, to transport all the goods and articles which they required to their lumbering establishments on Black Lake.

Mr. Pacaud thinks that it will require from £125 to £150 per mile to complete this road.

COUNTY OF COMPTON.

Megantic and St. Francis Road.

J. BTE. COULOMBE and BERNARD GARNEAU, Overseers.

Amount expended from the fund of £5000 appropriated for the Eastern Townships.....£3475 0 0

Nineteen miles of the Megantic road, computing from the Gosford road, had been made by Mr. Arcand, that is to say, to No. 18 in Winslow, a parish beyond which the means placed at the disposal of that gentleman did not permit him to pass.

This road had no outlet, and as it was not certain that by opening the St. Francis road to the line between Winslow and Lingwick, it would be possible to have a continuation of the St. Francis road in Lingwick as soon as might be desirable, and as moreover, if the work had been commenced on the St. Francis road, the difficulty of providing for the wants of the workmen, already great would have become almost insurmountable from the want of means of communicating with the scene of their labors, it was decided that the Megantic road should be continued to the point called the Dépôt or Bruceville on the line of the St. Francis road, and that then the latter road should be opened first to Lambton, and afterwards to Lingwick.

Respecting the importance of the St. Francis road, and the necessity of opening in the first place that main line which passing through the heart of the Eastern Townships, was to connect the settlements on the River Chaudière with those on Lake Aylmer, Wotton, &c., and the Railway at Arthasbaka, there was but one opinion.

In Mr. Andrew Russell's Report which I have had occasion to cite, that gentleman says in speaking of the St. Francis road, "at the present price of labor and provisions, the making of the St. Francis road, in conformity with the directions hereto annexed, will cost on the average £205 per mile, exclusive of four large bridges. This will appear to be a considerable expenditure on one road, but I beg to express my conviction that the future welfare of the settlements in this territory depends greatly on the perfect execution of the work on this main road."

And in another part of his Report, Mr. Russell adds; "It (the St. Francis road) is a part of a great leading thoroughfare between the old parishes on the river Chaudière, and the District of St. Francis, and as such, is of more consequence than the Megantic road."

This appreciation of the St. Francis road by Mr. Russell whose report is a most valuable document with reference to the settlement of the Eastern Townships, necessarily commanded the attention of the Department of Crown Lands, and it was resolved after mature deliberation that the opening of that road should be undertaken immediately, and carried forward with all possible activity.

Messrs. J. Bte. Coulombe and B. Garneau, being appointed Overseers, were instructed to engage as many men as they could manage advantageously and to open the road immediately. I have the satisfaction of being able to give you in reference to this important line of communication, and to the part of the Megantic road leading to it, the following details:

The Megantic road, opened by Mr. Arcand, terminating at No. 18, in Stratford, has been extended to the place called "the Dépôt" on the line of the St. Francis road, a distance of 3 miles 17 arpents.

The intended length of the St. Francis road, computing from Lambton at the head of Lake St. Francis to the British American Land Company's settlements in the Township of Lingwick is 18½ miles, but the Company will make the part of the road which is in Lingwick.

In that part of the road where the Government had work to be done, in Winslow, 3 miles 17 arpents has been completed of the Megantic road, and 8 miles 16 arpents of the St. Francis road. This distance of 11 miles 5 arpents is practicable for summer vehicles, and the other 4 miles 20 arpents towards Lingwick can only be used by winter carriages.

The whole road has cost on an average £180 per mile, exclusive of bridges.

We must not, however, forget that of this distance there is more than 4 miles unfinished, and that, accordingly, when it shall have been completed the average cost per mile will be higher. This is not, however, surprising when we recollect that Mr. Andrew Russell estimated the work on this road (St. Francis) at £205 per mile, exclusive of the cost of four principal bridges, and especially when we take into the account the fact that in the course of last summer labor was one-third higher in price than when Mr. Russell made his survey and estimate of the work on this road in 1853.

Eight swamps (*sarannes*) were found on this line, requiring 57 arpents of bridging, with ditches on both sides of the road, and 28 arpents of heavy draining (*décharges*) to clear the ditches.

"We found," Messrs. Coulombe and Garneau remark, "many difficulties, particularly in the first two miles, in consequence of the great number of large boulders, which we could not move, and which we had either to blast or to break by the aid of fire, or to bury."

The greater part of this bridging, a cause of destruction to draught cattle, carriages, and goods in transit, has been nearly covered with earth.

Seven bridges have been erected on the road :

1 of 20 feet costing	£ 6 5 0
1 of 48 " "	118 0 0
1 of 38 " "	51 0 0
1 of 42 " "	109 0 0
1 of 41 " "	40 0 0
1 of 100 " "	96 0 0
1 of 123 " "	104 0 0
	£554 5 0

The whole work was done by the day.

"The land over which these roads pass," say Messrs. Conlombe and Garneau, "is chiefly of excellent quality, though rocky."

"The uplands, especially, offer great advantages to the settler, being covered with birch, elm, ash, maple and hard-wood."

"On the lowland and in the swamps, by which these roads are crossed in several places, pine, tamarack, spruce and cedar occur."

"These roads (*i. e.*, the part in question of the Megantic road and the St. Francis road,) offer many advantages to the settlers who are established in Winslow, and to travellers. They open a channel of communication to the heart of the Townships, connect the settlements on the River Chaudière with those on Lake St. Francis and Aylmer, and also open a communication by means of the Chester and Ham road with the Quebec and Richmond Railway."

There are already three stores at Bruceville, the centre of the Township of Winslow, on the St. Francis road. In the precincts of this road are four water powers, on the different branches of the River Felton.

I am informed by Mr. Garneau, in a letter dated 30th January, that 150 Canadians, who had within a few years emigrated to the United States, came to examine the lands lying near the St. Francis road, and the intended Megantic road, and that they returned satisfied, and disposed to return and take lands if the Megantic road is continued to the Lake of that name. Some have already taken lots on the spot.

There are settlers in Stratford, where the settlements are very new, who have reaped 60, 70, and one 80 bushels of wheat this present year. Two others raised, one 500, the other 700 bushels of potatoes. One settler has refused £300 for his farm. What stronger indication could we desire of the future prosperity of the settlers in this district if they receive the smallest assistance in their courageous undertaking?

Messrs. Coulombe and Garneau think that the sum of £466 will complete the St. Francis Road, including the building of a bridge over the river at the head of Lake St. Francis.

According to all the reports which I have received relative to the country round Lake Megantic, it appears that the timber and the soil are very favorable, and that the continuation of the road to the Lake would be immediately followed by numerous settlements. Fourteen miles only of the road remain to be done.

Messrs. Coulombe and Garneau, on whose experience we may rely, consider that £200 per mile, exclusive of the building of the bridges, would be necessary to make this road.

They do not specify either the number or the cost of those bridges; but referring to Mr. Russell's Report, I have ascertained that they are not of great importance, and that the sum of £100 or £125 would be sufficient to defray the cost of building them.

COUNTY OF WOLFE.

Weedon Road.

J. EUSEBE CÔTE, Overseer.

Amount appropriated (out of the £5000 assigned for the Eastern Townships).....	£57 17 0
Amount paid to the Overseer	£57 17 0

In the Township of Weedon there is a tract of land of some importance for its extent and quality, the property of the Crown.

In the last eight or ten years, some settlements have been commenced in this Township, a great part of which belongs to the Land Company, but being situated thirty-six miles from Sherbrooke, and having only a very bad road by which to communicate with that town, and none at all to communicate with any other place of trade, the Township was completely isolated.

Although very expensive works had been executed by the residents and the Land Company, this road was still nearly impassable even in the height of summer.

In the course of last summer the inhabitants of this Township, actuated by a praiseworthy spirit of enterprize, raised by assessment among themselves nearly £200 for the improvement of their road, and £57 17s. of public money was granted to them as an aid. With the latter sum, Mr. Côté opened a mile of road in Dudsworth, improved another mile, and made a bridge in the same Township costing £5 10s.

On the river *aux Canards* in the Township of Weedon, he has built another bridge the expense of which amounted to £15, and made a quarter of mile of road through a swamp (*savanne*.)

Weedon is one of the finest of the Eastern Townships. The settlements have been formed by French Canadians, and are in a perfectly flourishing condition. The inhabitants are far from dreading taxation; they comprehend on the contrary, that a general tax applied and expended by themselves in their own Township, is the most certain and expeditious means of accelerating local improvements and individual prosperity.

COUNTIES OF SHERBROOKE AND SHEFFORD.

Orford Road.

GEORGE BONNALLIE, *Overseer.*

Amount appropriated.....	£150	0	0
“ paid to Overseer.....	150	0	0

The road commences at the Borne-post which divides Nos. 4 and 5 in the 18th range in Orford, and, keeping along the boundary line between Orford and Stukeley, and that between Ely and the augmentation to Brompton, terminates at the Borne-post of No. 11 of the 1st. range in Ely. The road is 5 miles in length. It is not yet complete, but 4 miles are passable by wheeled carriages, and 1 mile by winter carriages only.

The first 4 miles cost each £31 5s., and the last £25. The work was done by day labor.

The adjoining land is of excellent quality, and the timber is for the most part maple and birch.

Mr. George Bonnallie is of opinion that £500 is necessary to finish this road.

COUNTY OF SHEFFORD.

Road called “the Montreal Road.”

FLAVIEN R. BLANCHARD, *Overseer.*

Amount appropriated.....	£200	0	0
“ paid to the Overseer.....	100	0	0

Two hundred pounds had been appropriated for the improvement of the communication between Ely and Boston. The part most requiring improvement was that which passes between the village of Roxton and the residence of Mr. Bartlett in Ely, a distance of about 9 miles. Before entering on the expenditure of the public money on this road, I insisted that the parties interested in it, some of whom are large *absentee* proprietors, should perform a part of the work of improving it. I afterwards commissioned Mr. Flavien Blanchard of Ely, to complete the improvements, so far as to make the road practicable. Although this road is not completed, it is still passable for summer carriages. About nine miles of it has been repaired, five in Roxton, nearly four in Ely.

The work was performed by day labor, and cost only £100, leaving a disposable balance of £100 to be expended in the improvement of another line of communication between Roxton and Ely, as soon as the season permits.

We may easily convince ourselves, by what is above written, of the advantages which may be expected to result from the late enactments of the Legislature in favor of the settlement of the wild lands.

Of the sum of £30,000 granted to aid in the settlement of wild and unoccupied lands, £23,646 9s. 5d. has been expended and apportioned as follows:

For Bridges, other than those which have been erected on roads newly opened.....	£1715	10	0
For 168½ miles of old roads repaired.....	3092	7	0
For 334½ miles of new road completed or opened, including bridges	18838	12	5
	£23646	9	5

Making on an average the cost of each mile £57.

If the price of labor, which was extremely high last year, had been as in former years, at least a third more work might have been done. The result appears, however, to me very satisfactory.

Some of the roads mentioned in this Report are finished, but there are some which are only partly so, and others, which, in order to be rendered really useful, require to be continued.

Moreover, by several petitions (see Appendix at the close of this Report) other new roads are prayed for, the utility of which is indisputable, and the making of which should be taken into consideration.

In order to save the expense of new surveys, I have aimed at obtaining from the overseers useful information relative to the nature of the lands, to which the continuation of roads might lead, and relative to the probable expense which it would involve, and I believe that I have received answers from these practical and experienced individuals, on the correctness of which we may reasonably depend.

According to these answers £25,111 is required to complete or to continue the roads which are commenced, and to open new ones. But I must not omit to mention that some of the Overseers have not yet returned answers to my circular, and that their demand would probably add to the amount required. I must also remark that when an Overseer fixes the amount of his estimate midway between a minimum and a maximum, I have invariably taken the maximum into the account. There are also, apart from the last mentioned improvements, several new roads, the opening of which is required, and for which an additional sum would be necessary, if it were considered expedient to open them.

In view of all these considerations I should recommend that a sum of £30,000 should be again appropriated for the same purposes for which a like sum was formerly appropriated by virtue of the Act 16 Vic. caps. 155 and 156.

I have also endeavored to acquire, and in most cases I have succeeded in acquiring, useful information relative to the extent of cultivable land, the nature of soils, the kind of timber, and the other natural resources of the tracts intersected by the roads, and of those more distant tracts to which they might open a way.

I have inserted in this report those useful points of information as briefly as possible, in order not to swell it to too great a bulk, and I considered it necessary to insert them because I was convinced of the paramount importance of such information to the farmer. It appeared but natural that in pointing out a road to any one, we should tell him whither and to what it would lead him.

There are few parishes on the borders of our vast forests, so little known till now which have not within the range of a few miles, lands which are rich in timber and in soil, and which do not offer to the capitalist, the manufacturer, and farmer numerous and promising fields for their operations.

But of all that immense tract of fertile land which the agriculturist has hitherto left untouched and which nevertheless is certainly entitled to the watchful attention of the Legislator, three great sections have within a few years engaged the particular notice of the public, they are the Ottawa District, the Eastern Townships and the Saguenay.

The Ottawa.

Under this name I include the new counties of Argeutenil, Ottawa, and Pontiac. The forest wealth of the Ottawa is immense, and is perhaps unequalled except on the Saguenay. In order to have a correct idea of it, it would be necessary to have seen some of the works executed by individuals for the descent and the sawing of lumber.

In 1852, the value of these works amounted to the sum of £331,723.

One house, that of John Egan & Co., in the timber trade employed in that year 2000 men throughout the year, and 1600 horses and oxen, and consumed 6000 barrels of pork, 10,000 barrels of flour, and 60,000 bushels of oats.

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There are several Companies on the Ottawa which are as powerful as this, and a great number of others which are also of considerable importance.

It is to the great increase of the commerce of this section that the rapid growth of the City of Ottawa and of Aylmer and other places is owing.

It was thought more expedient and more beneficial to the present interests of the country to make in the Ottawa Districts none but Winter roads, in order that, by means of the sums granted, a greater length of road might be made to penetrate to a greater distance inland. It was in this form that the roads were asked for, it was thus that they have been directed to be made. The parties most directly interested in the opening of the roads appeared to desire them to be made rather for the purpose of getting out timber, than for the sake of the soil. The question now to be decided is, whether, as soon as the present sums appropriated shall have been expended, for purposes purely commercial, it might not be expedient to bestow on agriculture its share of the benefits by improving in future, so as to render them available for summer vehicles, those roads which would secure the most advantages to settlers.

The sum of £3,685 was appropriated for this section of the country. This report furnishes a statement of what has been done, and of what remains to be done, with the balance unexpended. According to the report received from Mr. J. E. Cameron, who was commissioned to survey and mark out the Lochaber and Derry road, it is probable that we shall be obliged to apply to other purposes of improvement the amount appropriated for that road.

Among the roads projected in the Ottawa District, there is one of very great importance, both on account of the sum devoted for it (£900) and of its length of 60 miles, from the termination of the roads, in Aylmer to the River *Déserte*. Several persons have declined the work of exploring that vast extent of country, some have even alleged as a reason for their refusal that it was useless to try to carry a road by the projected line, *over lakes and mountains*. Mr. J. J. Roney at length undertook to solve the problem, and I shall have the honor of communicating to you the report of his survey.

According to several of the reports which have been sent in to me, there are adjacent to several of the roads laid out or already made, lands of great extent, and excellent quality, and which it is very important that we should render accessible to settlers.

If with the immense commerce now carried on in the Ottawa country, it were possible to combine agriculture, conducted with the same degree of energy, and able, by means of its resources, to supply the wants of its whole population, the degree of prosperity which this section of the Province might obtain could not be surpassed in any part of Canada.

The Eastern Townships.

The Eastern Townships are bounded by the Seigniories which lie on the south of the St. Lawrence, by those which are situated east of the River Richelieu, by the River Chaudière and by the Province Line. Their population amounts to 94,275 souls. They comprise the six counties of Drummond, Megantic, Missisquoi, Shefford, Sherbrooke and Stanstead.

Within a few years, the Eastern Townships have made rapid and important progress. Arthabaska, Stanfold and Somerset, which ten years ago, were unbroken forest, now support a number of cultivators of their soil, in comfort, and contain villages with houses that would be ornamental in those of the Seigniories. Stanfold which recently beheld its pious Missionary perish, a few arpents from his chapel, in a swamp, over which passed the only road in the place, has now not only excellent means of intercommunication, but also with Arthabaska and Somerset, &c., a railway.

A number of other Townships into which our vigorous race of French Canadians have thrown themselves, are making rapid strides to overtake their predecessors, and will soon be in no way inferior to them, if the Government continues its work of benevolence and justice towards the inhabitants of the Eastern Townships.

The sum of £7275 was appropriated for the Eastern Townships, but such is the extent of land, and such the necessities of the population crowding thither from so many different quarters, that that sum is far from sufficient. In the distribution of any future grant, I think that it will be of great importance to take into account the influx of Settlers into these Townships, and that the opening of roads in such circumstances, should keep pace with the tide of immigration, in order that the settler may not lose courage at the outset.

In offering this suggestion, I must add another no less important. It is to oblige all proprietors without distinction to contribute to the opening, the repair and the maintenance of the roads. The number of great proprietors against whom has been the great outcry, is still considerable in the Townships, where they are a scourge to the Settler, absorbing in the increased value of their property too large a share of the public money.

Nothing, however, seems to me easier than to pass a law obliging them, in common with all other proprietors, to contribute to public improvements, and particularly to those which the Government set on foot.

In cases where the Government proposes to open or improve a road, by a contribution for that purpose, out of the public money, let an officer whose duty it shall be, draw up a proces-verbal establishing the length of the road, the number of the persons who are bound to contribute, the amount of contribution not exceeding three *sols* per acre per annum, and let the said proces-verbal (if open to appeal) be finally confirmed or annulled by the Chief of the Department of Crown Lands or the Chief of the Department of Public Works, or by a Judge of the Circuit Court, or any other Court, who shall be enjoined to hold a Special Session for that purpose, when required so to do; let such a means be adopted of legalising a road providing also for the seizure and sale of the property of the persons bound to contribute, who shall delay or refuse to pay, and we shall then have the advantage of a mode of proceeding untrammelled by delay, and a means of compelling the great and wealthy proprietors to contribute to a work which concerns all persons alike.

It is also important to provide, permanently, for the repair and maintenance of the roads generally, by the proprietors of the lands, or to convert them into turnpike roads, if after being required, the Municipal Council of the place shall have neglected to adopt means to ensure the repair and maintenance thereof for the future.

The Wotton road is an instance, among others, of the apathy which prevails among people in general, with respect to this kind of work, when they are not compelled to perform it.

Mr. Arcand to whom settlers are, obliged for this road, which was very judiciously laid out by him, caused it to be completed very carefully. It is nevertheless now far from being good, so much has it been neglected. Although there are settlers residing on nearly all the lots, which are adjacent to it, it is not yet verbalised. It is nevertheless the road used by the inhabitants of Stratford, Lake Aylmer, &c., to the Railway at Danville, and is consequently one of the most frequented and the most important roads in the Eastern Townships.

Before the construction of the Quebec and Richmond Railway, all the leading roads which were opened in the Eastern Townships had a general tendency towards certain great centres of business in the interior. It is now found necessary to open roads forming nearly right angles with the old ones, taking a direction by the shortest cut to the Railway. Roads commencing at Lake St. Francis

and even at Lake Megantic and at Tring, and terminating at the points of the Railway which lie nearest to those places respectively would render important services to the settlers. I take the liberty of recommending to your attention the importance of the St. Francis and Megantic roads, and to refer to what has been said of them under the head of "the St. Francis road." In the part of the road which was made by Mr. Arcand, is the crossing over Lake Aylmer, for a long time impassable in the spring and autumn, on account of the ice which is formed by the first cold of the autumn, and does not disappear till late in the spring. A bridge on that part of the road is become a matter of imperious necessity.

Mr. J. O. Robertson of the British North American Land Company, has informed me that the road which the Company had engaged to open in Lingwick, to correspond with the St. Francis road in Winslow, is now open and will be completed during the ensuing season.

While I commend the St. Francis road to your attention, I should also bring under your notice the necessity of improving the Lambton road which will really form but one and the same line with the St. Francis road, as both lead to the centre of the Eastern Townships and to that part of it, where lies the largest tract of wild land belonging to the Crown.

The Saguenay.

The Saguenay, that vast country against which so great a prejudice has prevailed, only because it was imperfectly known, has now at length obtained the important place in public opinion to which its soil, its forests, its climate, and its extent entitle it.

Its geographical position in the 48th degree of North latitude induced a belief that its climate was unfavorable to agriculture, but within a few years, the experience of facts has proved the contrary to be the case.

Mr. Ballantyne's letter published in an interesting pamphlet, intitled, "The Saguenay" contains valuable information on this subject, sufficient in itself to induce a favorable opinion of the climate of the valley of Lake St. John.

But the success of agricultural operations in the different districts of the Saguenay, ascertained by the census of 1851, the progress of Colonization Societies in the Township of Caron, and particularly in the neighborhood of Hébertville prove indisputably that agriculture has no greater obstacles to surmount in Saguenay than in other parts of Lower Canada.

In a tour which I made last year in the upper part of the Saguenay, I saw on the 29th June in the *Grand Brulé* a few leagues from *Grande Baie*, on the farm of a person named McNicol, timothy, which just headed out, was 35 inches in height. The same individual had from 5 Bushels of seed-wheat reaped 80 Bushels, from 6 Bushels of barley 233 Bushels, from 1½ Bushel of oats 44 Bushels. Jean Côté of *Grand Brulé* had from 9 Bushels of Seed Barley gathered in 311 Bushels. Joseph Boudreault of the *Bassin* had also harvested from

1½ Bushel of Seed Wheat.....	42 Bushels.
8 " of " Barley.....	160 "
20 " of " Potatoes.....	368 "

On 25th June there was wheat in ear on the land of Joseph Boudreault. In 1853, the maple trees were tapped in the Township of Mezy, on the 26th March, in 1854 on 5th April. These facts may well convince the most incredulous that the climate of the Saguenay is at least equal to that of Quebec. The ice on the Saguenay did not, it is true, break up before the 1st week in May; but we must remember that the same thing has frequently happened at that date at Quebec, when the ice has taken there, and if on both sides of the river, at Quebec and Point Lévi, the banks rose perpendicularly as they do in the Saguenay to the

height of 1500 feet and throw their shadow over the ice below during a part of the day, the breaking up of the ice at Quebec might chance to occur even later than it now does at the Saguenay. We are not now to inquire whether the climate of the Saguenay is favorable to agriculture, experience has settled the question in the affirmative.

The author of the excellent pamphlet, quoted above, assigns some reasons to account for the mildness of the climate which seem to be well founded; but it is possible that the trifling degree of elevation of the valley of Lake St. John not exceeding, it is said, 190 feet above the level of the sea, has something to do with this result, if it be true that, in our hemisphere in America, an elevation of 500 feet is equal, in respect of temperature, to one degree of latitude north.

Besides the trade in timber which the Saguenay carries on with the Province, thirty sea-going vessels resort to Chicoutimi and Grand Baie to load with lumber. The lumbering trade being at times very lucrative, it is important that the settlers should enjoy the opportunity of securing its advantages; but in order to confer on them such advantages, there is but little time to be lost. It is more than probable that the number of houses carrying on the timber trade will ere long be much increased, and that the tracts which are most favorably situated will be the first to be laid bare of their timber. It will be expedient, for this reason, and for several others, to adopt some means of promoting the colonization of the Saguenay, and that it be settled before its natural resources should have undergone further diminution:

Of the £30,000 destined to promote colonization there was appropriated:

1. For the road from Lake St. John to the *Portage des Roches*.
2. " " St. Urbain to *Grande Baie*.
3. " " Branch road from St. Agnes to the St. Urbain road.
4. " " Improvement of the road from St. Agnes to *Grande Baie*.
5. For a bridge over the River à Mars.
6. For another over the River du Moulin.
7. For a Scow over the River à Valin.

The sum of £4,250, of which the greater part has been expended, it being intended to lay out the rest as before mentioned in this Report; but I beg that it may be observed that Messire Hébert, who conducted the works on the road from Lake St. John, and whom I consider as one of the most competent men to give an opinion in the present case, estimates at £3,750 the sum necessary to complete the road, not including in that sum what will be required to build the bridges, the cost of which is estimated by Mr. A. J. Russell at £3181 15s. 0d.

Messrs. Fortin and Cimon, conductors on the road from St. Urbain to *Grande Baie*, who have likewise in their favor the experience and knowledge acquired by working on the spot, declare that from £100 to £110 will be required to complete the 48 miles of road remaining to be done. Taking the minimum, £100 per mile the total sum required will be £4,800 for this second road.

In order, therefore, to complete and render practicable these two roads only, that is to say that from St. Urbain to *Grande Baie*, and that from the *Rapides des Roches* to Lake St. John, and to build the Bridges thereon, the sum required is £11,731.

If this sum cannot be obtained from the Legislature, the colonization of the Saguenay will have gained nothing or next to nothing by the expenditure of the sum of £4,250 appropriated as before mentioned.

If the work be not complete, its failure will be nearly so, and the settlers, whom a confiding hope and trustfulness in external aid may have led to penetrate into the depths of the forests of the Saguenay, must either abandon the settlement or resign themselves to live there cut off from the rest of mankind.

If there was ground to suppose that this sum of £11,731 would not be granted for the continuation of these works which have been commenced, it would be an imperative necessity that we shall find out other means of providing against the postponement of a work of absolute necessity, and I would take the liberty of suggesting a scheme, which if adopted, would place at the disposal of the Executive Government pecuniary means more considerable than any annual votes of Parliament would accord, and which would give greater confidence in their future to persons desirous of settling on the Saguenay.

According to calculations and authorities which we can hardly deny, it is ascertained that, after deducting the lands which are supposed to be unfit for cultivation, there still remains an area of 4,000,000 acres or 40,000 lots of 100 acres each, susceptible of cultivation, which the Government has on sale at one shilling an acre. Now, with the conviction (shared by all those who know the Saguenay) that if good roads were opened leading from the old settlements to the Upper District of the Saguenay, the lands in that section would find a more ready sale at 2s. per acre than they now do at 1s., I shall propose a slight increase of the present upset price, which increase is not only to be applied to the making of roads, but also advanced by way of loan to the settlers for building of Churches, &c. I would suggest, then, that the Government should borrow the sum of £40,000 by issuing Debentures payable in 15 years out of the proceeds of sales of Lands in the Saguenay District.

There are, as we have already seen, 40,000 lots of 100 acres each, of cultivated land, which the Government now sells at £5 only, per lot.

In order to repay to the Government this loan of £40,000, an addition of £1 only to the present upset price would suffice.

Instead of £5 a settler would have to pay, it is true, £6 for one hundred acres in superficies; but it is easy to understand how the certainty of seeing in a year the Saguenay open and accessible as the Ottawa and Eastern Townships are, would greatly add to the value of the lands there. It is not reasonable to suppose that the settlers, even the least intelligent of the class, would not pay a higher price, by a fifth or even two-fifths, to have good roads for ingress and egress rather than to purchase them at the present rate, with the sad uncertainty of ever possessing the means of free egress from the place of their banishment.

If a moiety (£20,000,) of the sum mentioned was expended in the course of one year in making explorations of the interior, opening main lines of road, and building a few churches, and houses of refuge for travellers, the immigration would be considerable, and the value of real property increased, at the end of twelve months, fourfold.

I cannot close these reflexions on the Saguenay, without making mention of the great services rendered to the cause of colonization by Mr. Hébert, Curé of Kamouraska, and Mr. Boucher, Curé of St. Ambroise, both of whom had the courage to place themselves at the head of the settlers who first began to colonize the Upper Saguenay.

Messire Hébert even passed a considerable time amongst the settlers in order to encourage and advise them in their labors, and at my entreaty consented, for the benefit of the new colony, to undertake the superintendence of the new road from Lake St. John to the *Portage des Roches*.

In his management of the affairs of the Colonization Society of L'Islet and Kamouraska he has shown administrative talents of the highest order.

His settlement has now attained a degree of prosperity which augurs well for the future, but we must not forget that if it has been led into the forests of the Upper Saguenay by the impulse of courage, it is induced to remain there by the sentiment of hope.

(Signed,) T. BOUTILLIER,
Inspector of Agencies.

APPENDIX.

Applications for various roads, addressed to this office, by W. L. Felton, Esq., M. P. P.

1. For a road from the principal range, in Wotton, to the Railway station at Windsor mills. Supposed distance, 8 miles.
2. For a road in continuation of the aforesaid concession road in Wotton to the Dudswell road. Supposed distance 7 miles.
3. For the completion of a road from Dudswell to Sherbrooke. Length about 20 miles.

Estimated cost..... £300 0 0

4. For the completion of a road from the extremity of Lingwick to Wotton.
Estimated cost..... £100 0 0

By Reverend M. M. A. Bessette.

Petition of Reverend Messire M. A. Bessette, and others, of North Stukely, for the opening of a road, to commence on the high road from Sherbrooke to Montreal, and join with the Stanstead, Shefford, and Chambly Railway. Length 7 miles.

By Alanson Cooke, Esq., M.P.P.

For a bridge over the River Blanche in Lochaber.

By Hon. F. Lemieux, M. P. P.

Petition of the inhabitants of St. Joseph and St. Frederic, in the County of Dorchester, for the opening of a road from Broughton to Lake Shefford; length about 13 or 14 miles, which might be hereafter continued to Lake St. Francis, a distance of 6 miles.

By T. Marchildon, Esq., M. P. P.

1. A road from St. Stanislaus to Lake Caperoliska, carried on to Black River, and thence to La Fugne.
2. A road from the same Lake to the Parish of St. Maurice.

By Louis Guillet, Esq.

1. For a road leading in a right line from the Parish of St. Stanislaus, on the River Batisean, to the Town of Three Rivers, traced out by Government twenty years ago.
2. For a road to lead from the River Batisean to the River St. Maurice, at the point where the new settlements are being formed.

By J. S. Sanborn, Esq., M. P. P.

For a road from Eaton through Newport and Dillon, in the County of Compton.

By Reverend Ewan McLean.

Petition of the inhabitants of Winslow, Wilton, and Marstown, for the continuation of the Megantic road to the Lake of that name.

(Signed,)

T. BOUTILLIER,
Inspector of Agencies.

OFFICE OF THE INSPECTOR OF AGENCIES.

ST. HYACINTH, 9th April, 1855.

SIR,—When I had the honor to forward to you my Report on the expenditure of the £30,000 granted in virtue of the Acts of the 16th Vic. cap. 155 and 156, to aid in the settlement of the wild lands belonging to the Crown in Lower Canada, I informed you that Mr. Lepage had not at that time transmitted to me his answer to my circular; but that gentleman having now given his answers in the most satisfactory manner, I inclose to you as a supplement to my Report, a copy of that which he has addressed to me, relative to the roads on which he acted as Overseer of the work.

The Report of Mr. J. B. Lepage, contains also the information required by the Honorable the Legislative Council, in their Address of 15th December last.

I have the honor to be,
Sir,
Your obedient servant,

J. BOUTILLIER,
Inspector of Agencies.

The Honble. Jos. Cauchon,
Commissioner of Crown Lands,
Quebec.

RIMOUSKI, 14th March, 1855.

J. Boutillier, Esquire,
Inspector of Agencies,
St. Hyacinthe.

SIR,—I have the honor to transmit to you as required, the answer to the circular sent to me dated 30th January last.

On 2nd September, 1853, I received the order of the Honorable gentleman who was then Commissioner, to lay out, with due regard to the value of the land and to local circumstances, seven roads to settlements in rear of the County of Rimouski and to provide at once for the opening and completion of these roads, the same being described as follows, with the intended length of each in acres.

1st. 168 arpents of road leading in the direction of Mont Commis, in the rear of St. Luce.

- 100 arpents in Neigette in rear of Rimouski.
- 100 arpents in Maepès in the same neighbourhood.
- 100 arpents in the depth of Bie.
- 163 arpents in the depth of St. Eloi.
- 168 arpents in the depth of L'Isle Verte.
- 168 arpents in the depth of St. Arsène.

972 arpents total length of roads projected.

2nd. There have been opened for traffic under my superintendance 873 arpents of road, divided as follows, in the different districts.

1. Mont Commis Road.....	162
2. Rimouski Road, Neigette.....	110
3. Rimouski do Maepès.....	97
4. Bie do	78
5. St Eloi do	132
6. L'Isle Verte do	128
7. St. Arsène do	166

Total of Roads opened

873

3rd. The answer to this question is included in that to the first.

4th. The length assigned above to each of those roads has been completed with the exception of 30 arpents as a winter road at the extremity of the Neigette road, and these roads may hereafter be brought to the condition of first class roads. They are all made fifteen French feet in width, clear of all roots, stones, and obstructions, rounded off, with hoe and shovel, ditched on both sides, where required, and when necessary bridged with wood on sleepers covered in with earth.

1. On the road in rear of St. Luce, Mont Commis, 10 arpents were completed in the 5th Concession and the remainder of the seigniority of Lepage and Thi-berge, and 72 arpents in the Township of Fleuriau.

2. Neigette Road, 48 arpents in the 4th Concession, and the remainder of the Seigniority of Rimonski, 22 arpents in the Township of Neigette and 30 arpents as a winter road in the same township.

3. Maepès Road, 46 arpents in the 4th Concession and the remainder of the Seigniority of Rimonski and 52 arpents in the Township of Maepès.

4. Bic Road, 60 arpents in the 5th Concession and the remainder of the Seigniority of Bic and 18 arpents in the Township in rear of the said Parish.

5. St. Eloi Road, 55 arpents in the 4th Concession and the remainder of the Seigniority of Isle Verte and 77 arpents in the Township of Denonville.

6. Isle Verte Road, 15 arpents in a part of the Seigniority of Isle Verte, 84 arpents in the Township des Sauvages, and 29 arpents in the Township of Viger.

7. St. Arsène Road, 166 arpents in the Township of Viger. The terminus is in the 6th range of the said Township, less 5 or 6 arpents.

8. The work was all done by small contracts, the roads having been all divided into lots of three arpents, each given to a contractor for the job.

I was directed, in my instructions, to shorten the work at the termination of each road, a certain number of arpents, sufficient to counterbalance the expenditure in difficult places, so that the roads in which the length opened does not correspond with the length appointed in the instructions, have undergone deductions on account of difficult work pointed out in previous reports as extra work and superintendence in each road. You will perceive by the second report the extent of road completed. Here is a table of what remains to be done to complete each of those roads, according to the instructions given, and the names of the places respectively :

1. Ste. Luce.....	6	arpents in the Township.
2. Neigette.....	18	“ “ “
3. Maepès.....	3	“ “ “
4. Bic.....	22	“ “ “
5. St. Eloi.....	36	“ “ “
6. Isle Verte.....	40	“ “ “
7. St. Arsène.....	2	“ “ “

Total to be opened 127

7. I commenced all those roads at the end of the furthest and best existing roads. For the point of departure and the terminus of each of them, I refer you to the preceding statements which give the length in Seigniority and Township.

8. All the roads may be travelled over very conveniently with summer vehicles, even the 30 arpents opened as a winter road in the Township of Neigette.

9 and 10. The following is a table giving the number of bridges more than six feet in length, their number and cost, and also the maximum, the minimum and the average cost per arpent of each road exclusive of Bridges.

No.	No. of Bridges.	Local measure of Bridges in French feet.	Cost of Bridges.			Highest cost per arpent.			Average cost per arpent.			Lowest cost per arpent.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1	4	184	32	15	0	3	8	0	2	5	2	1	5	0
2	4	215	28	5	0	4	12	6	2	4	4	0	11	9
3	5	182	35	2	0	3	10	0	2	14	0	1	5	0
4	2	67	16	0	0	3	19	8	2	6	3	1	11	0
5	4	306	42	15	0	6	10	10	2	10	6	1	6	8
6	2	236	40	0	0	4	6	8	1	16	8	1	0	0
7	4	235	37	18	0	3	15	10	1	18	0	0	13	6

On each of these roads I caused all the necessary bridges to be made, so that nothing can impede the movements of the settler. They are 18 feet French in width and of rough but durable construction sufficiently level, with squared logs. Those of more than 30 feet in length were given each respectively to a contractor.

11. Bordering on each of these seven roads and beyond them in the interior there are excellent lands capable of supporting an immense population. The prevailing timber is maple, birch, cedar and ash, but there is also pine and tamarack.

12. All these roads are the shortest and most direct possible, and serve equally to facilitate the movements of the resident settler, and the ingress of the immigrants who crowd them daily. I venture to assert that in the space of a year colonization will have reached the extremities of these roads, and extended beyond the Townships of Fleuriau, Neigette, Macpès, Bic and Viger. The tendency is towards the interior, where the land is of a superior quality. The importance of these roads for the advancement of the settlements is a presage of the continuation of the work of constructing them. They afford great facilities for the traffic in pine and tamarack timber.

13. Water-power exists in every direction quite sufficient for manufacturing purposes, and limestone in any quantity. I did not observe any traces of minerals.

14. I subjoin a statement of the sums necessary to open and complete what remains to be done to attain the length intended, for each road.

1. Ste. Luce,.....6 arpents.....	£10.....	for 1 Bridge	£20
2. Neizette,.....18 "	35.....	" 1 "	10
3. Macpès,.....3 "	7		
4. Bic,.....22 "	40.....	" 1 "	15
5. St Eloi,.....36 "	80.....	" 1 "	20
6. Isle Verte,.....40 "	100		
	<u>126</u>		<u>£65</u>
			<u>£272</u>

Accordingly the sum of £337 will be sufficient for the opening and completion of 125 arpents of road, and of the Bridges as above stated.

I have the honor to be,
&c., &c., &c.

(Signed,)

J. B. LEPAGE,

(A true Copy,)

T. BOUTILLIER,
Inspector of Agencies.

