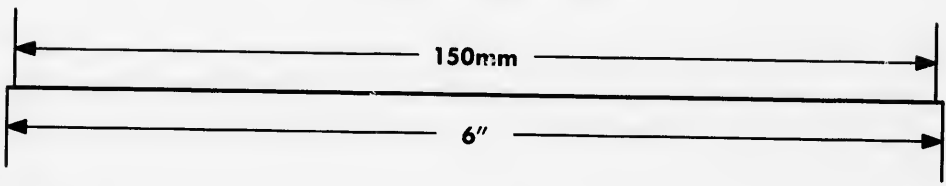
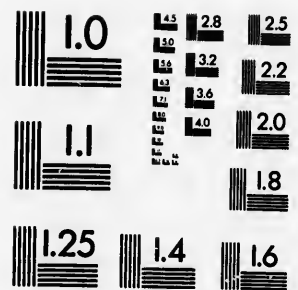
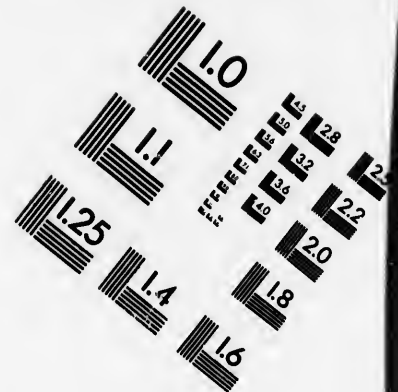
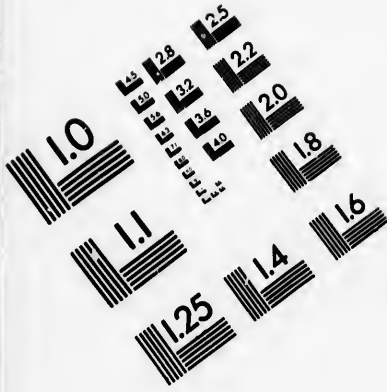


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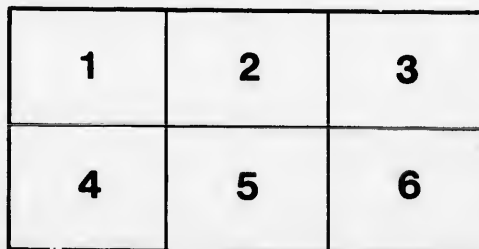
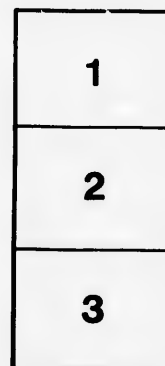
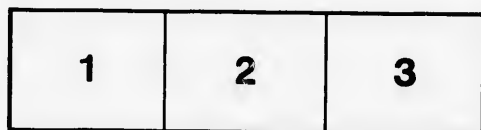
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REPORTS

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FROM THE

TIL 1548

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SPECIAL COMMITTEE

(with copy)

ON

ROADS

AND

OTHER INTERNAL COMMUNICATIONS.

ORDERED BY THE ASSEMBLY TO BE PRINTED

10th March 1829.

QUEBEC :

PRINTED BY NEILSON & COWAN, NO. 3, MOUNTAIN STREET.

1829.

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FIRST REPORT.

YOUR Committee being persuaded from the information given by the persons whose Evidence will be found in the Appendix, and from the information possessed by some of the Members of your Committee, that the opening of the Road prayed for by the Petition of divers Inhabitants of the Eastern Townships, situated in the County of Buckinghamshire, referred to your Committee, would be of great advantage to Agriculture by facilitating the means of settlement to numerous families, and thereby benefit both the said families and the public, have thought it proper to make it the subject of a first Report.

First Report.

17 Dec. 1828.

Your Committee are of opinion that the present state of the settlement already formed, as well on the line of the Road prayed for, as on both banks of the River Becancour; and the private labour of the Settlers and the expenses they have already incurred in opening the necessary communication with the old Settlements of the Saint Lawrence, form a good title to the assistance of the Legislature, and ensure the future keeping up and repairing of the Road prayed for. And further, that continuation of this Road (in a few years) from the River Becancour as far as Craig's Road, may be of still greater and more general utility.

That, lastly, moved by these considerations, your Committee are of opinion that it is expedient and desirable that the Legislature should grant a sum not exceeding Four hundred and seventy pounds currency, for opening a Road between the first and second ranges of the Townships of Blandford, from the rear line of the Seignioriy of Gentilly as far as the River Becancour.

The whole nevertheless humbly submitted.

F. BLANCHET,

Chairman.

17th December 1828.

REPORTS FROM THE SPECIAL COMMITTEE

SECOND REPORT.

Second
Report.

14 Jan. 1829

YOUR Committee thought it right in the first instance to turn their attention to the Roads which it might be necessary to open for the purpose of facilitating new settlements, and the probable expense thereof.

On the Petition presented to your Honorable House on the 23d December last, and the proceedings had in the Committee which has already sat on the subject, and which will be found in the Appendix, your Committee are of opinion that it is expedient to grant a sum not exceeding Four hundred Pounds currency, as an aid in opening the Road described in the Petition; and that before the application of the said Sum, it would be proper that the said Road should be *verbalisé* according to Law.

Your Committee proceeded further to take into consideration the opening of a Road for the Inhabitants of the Township of Tring; and from the information they have received on the subject, are of opinion that it is expedient to grant a sum of money not exceeding one hundred and seventy pounds currency for opening a Road, as a continuation of the Road already opened in the Parish of St. Francois de la Nouvelle Beauce on the west and near to the Church of St. François to the new settlements in the said Township; provided that the said Road be also *verbalisé*, according to Law, previous to its being begun.

Proceeding further to the consideration of the utility of opening a Road from the present settlements in the Township of Frampton to the north-western line of Cranbourne, a distance of about eight miles, in which distance there are already several settlements; Your Committee, after having considered the information and the plan laid before them by William Henderfon, Esquire, are of opinion that it is expedient to grant a sum of money not exceeding Two hundred and forty pounds currency, for opening the said Road, which is already *verbalisé*.

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

Your Committee next proceeded to take into consideration the Petition of divers inhabitants of the Township of Grenville and other Townships, and of the Seigniorship of La Petite Nation. The subject of this Petition appears to be of the greatest importance, and is intimately connected with the general communications of this part of the Province: and further, it will be necessary that your Committee should have before them more particular documents than are at present in their possession concerning this subject. Your Committee have adopted measures for obtaining such documents, and will have the honor of submitting them to your Honorable House with their general Report on the Internal Communications of the country.

Second
Report.

14 Jan'y. 1829

The whole nevertheless humbly submitted.

F. BLANCHET,
Chairman.

14th January 1829.

THIRD REPORT.

YOUR Committee thought it their duty to turn their attention to the existing Road Laws. These laws are, in the opinion of your Committee, prejudicial to the formation of new settlements, and not adapted to the present state of the country. It costs Twenty pounds currency to have a bye-road laid out at a distance of thirty leagues from the seats of jurisdiction. Now, who among the inhabitants of a new settlement are able to pay that sum? Another defect in the Law is, that the inhabitants are under the necessity of paying the same fees to the Grand Voyer, whether the *Procès Verbal* be homologated or not; so that the Grand Voyers have no interest in the homologation of their *Procès Verbaux*. Your Committee believe then, that the management of the Roads should be left to the Inhabitants; but they do not believe this can be done until the Counties shall have been re-organized. And this is an object very much to be wished for, since the Legislature would not then be obliged to make appropriations for the opening of Roads of merely local utility in the Counties, and its attention would be directed to the great Roads alone.

Third Report

2d Feb. 1829

REPORTS FROM THE SPECIAL COMMITTEE

Third Report. Your Committee then turned their attention to the Roads and Communications which it would be expedient to open and complete, as well with a view to the formation of new settlements as for affording facility to travellers. The necessity of forming new settlements becomes more and more pressing, for there are Parishes in which fathers of families live on mere building Lots :— This is a most alarming circumstance, because it tends to the rapid introduction of poverty among the agricultural classes.

Your Committee then regard the formation of new settlements on good land as the most effectual and least expensive mode of preventing so serious an evil ; but, in addition to the pressing necessity of furnishing lands for the superabundant population of the Province, (to which nothing can contribute more than the opening of Roads communicating with the tracts of uncultivated and fertile land by which we are surrounded) there are considerations which at the present time render this measure one of which the necessity is altogether peculiar. The failure of the harvest in the season which is just passed has produced in some parts of the Province such extreme misery, that, unless public assistance be given, the most dreadful consequences are to be apprehended ; and such assistance can be in no way more effectually given, whether the advantage of the public or that of the sufferers themselves, in whose favour pecuniary aid is prayed for, be regarded, than by providing them with such employment as will enable them to be busied in a manner at once beneficial to themselves and advantageous to the public.

Your Committee therefore take the liberty to submit to the consideration of your Honorable House the expediency of opening the following Roads with a view to the formation of new settlements, with the expense which will probably be incurred in so doing :

For opening a Road from Metis to the Missionary Station of Ristigouche, and for making the necessary surveys, in addition to the sum already voted, Three thousand pounds.

For repairing the Road from Témiscouata, and the Bridges thereon, Eight hundred pounds.

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

That, as soon as, between the River Ouelle and Kamouraska, there shall have been conceded in the rear of the old Settlements not less than one hundred lots of the said land to actual settlers, it shall be lawful for the Governor, Lieutenant Governor, or Person administering the Government for the time being, to cause the proper Surveys to be made for tracing, making and opening a Road of communication to and from such new settlements, and that there be appropriated for this purpose, a Sum not exceeding Five hundred Pounds.

Third Report.
2d Feb. 1829.

That, as soon as, in the rear of the old Settlements of L'Islet, there shall have been conceded not less than one hundred lots of the said land to actual settlers, it shall be lawful for the Governor, Lieutenant Governor, or Person administering the Government for the time being, to cause the proper Surveys to be made for tracing, making and opening a Road of communication to and from such new Settlements; and that there be appropriated for this purpose a sum not exceeding Five hundred Pounds.

That, as soon as, in the rear of the Bras St. Nicolas in the County of Devon, there shall have been conceded not less than one hundred lots of the said land to actual settlers, it shall be lawful for the Governor, Lieutenant Governor, or Person administering the Government, for the time being, to cause the proper Surveys to be made for tracing and opening a Road of communication to and from such new settlements, and that there be appropriated for this purpose a sum not exceeding Five hundred Pounds.

That, as soon as, in the rear of the old Settlements of *La Rivière du Sud* there shall have been conceded not less than one hundred lots of the said land to actual settlers, it shall be lawful for the Governor, Lieutenant Governor, or Person administering the Government for the time being, to cause the proper Surveys to be made for tracing, making and opening a Road of communication to and from such new Settlements, and that there be appropriated for this purpose a Sum not exceeding Five hundred Pounds.

That, as soon as, there shall have been conceded not less than one hundred lots of the Crown Lands lying between the

REPORTS FROM THE SPECIAL COMMITTEE

Third Report. Township of Tring and Lake Saint Francis, to actual Settlers, it shall be lawful for the Governor, Lieutenant Governor, or Person administering the Government for the time being, to cause the proper Surveys to be made for tracing, making and opening a Road from the Township of Tring to Craig's Road, and that there be appropriated for this purpose a Sum not exceeding Three hundred Pounds.

2d Feb. 1829.

Your Committee then proceeded to the consideration of several other Roads which it would be expedient to cause to be completed.

Your Committee recommend that in addition to the Sum already voted, for completing the Kennebec Road, there be granted a further Sum not exceeding Five hundred Pounds.

A Sum of One thousand six hundred Pounds for completing the Craig's Road, over and above the Sum of Four hundred Pounds already appropriated for this purpose.

A Sum of One thousand six hundred and sixty Pounds for completing the Road from the Township of Hatley to the Yamaska Mountain.

Another Sum of One thousand six hundred and sixty Pounds for completing the Road from Melbourne to the Yamaska Mountain.

Your Committee cannot but remark that in a military, commercial or agricultural point of view, it would be of great advantage that a Road should be opened from the Black River to the termination of the old road to the Forges, which is now abandoned, or in the rear of the Townships of Caxton, Brandon and Kildare, and thence through the Townships and the waste lands as far as Granville on the River Ottawa; and from the said Township as far as the Township of Hull, at the Falls called *La Chaudière*, on the same river.

Your Committee recommend that for these purposes there be appropriated for the present year, a Sum not exceeding Four thousand Pounds.

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

And a further Sum of Five hundred Pounds for the exploration of the Country between the River Saint Maurice and the River Ottawa, as well with a view to gain sufficient information for tracing the said Road in the manner most conducive to the public advantage, as for obtaining a knowledge of the natural productions, the quality of the soil, and the extent of the said tract of country.

Third Report.

2d Feb. 1829.

For opening a Road from the old Settlements in the rear of Berthier to Brandon, Three hundred Pounds,

The whole nevertheless humbly submitted.

F. BLANCHET,

Chairman

2d February 1829.

FOURTH REPORT.

YOUR Committee have continued their researches with respect to the other parts of the Province in which it would be expedient to form Settlements, with a view to furnish Lands in the proximity of the superabundant population of certain Parishes in the several Districts. Lake Etchemin, which lies in the more remote part of the country south of Quebec, has been explored, and the lands around it (which are the property of the Crown) have been found to be of excellent quality—the Parishes which lie near it are burdened with a surplus population. Your Committee, then, take the liberty of recommending a grant of a Sum not exceeding Three hundred Pounds Currency, for opening a Road of communication thereto, as soon as one hundred lots of Land shall have been conceded to actual Settlers, by the Governor, Lieutenant Governor, or Person administering the Government of the Province for the time being.

Fourth Report.

11 Feb. 1829.

Your Committee also believe that it is desirable that Settlements should be formed in the Eastern Townships lying west of the River Chaudière and Lake St. Francis, where a great number

REPORTS FROM THE SPECIAL COMMITTEE

Fourth
Report.
11 Feb. 1829.

of Canadians might be settled. Your Committee take the liberty to recommend a grant of the Sum of One thousand pounds for opening a Road from Dudswell, in the District of Three-Rivers, to meet a Road already opened in the district of Quebec, as far as the Township of Ireland; and of a Sum of Three hundred pounds to open a Road from the Township of Broughton to Leeds. (This last mentioned Road has been already verbalized.)

Your Committee believe also, that it would be advantageous to open a communication between the River Chateaugay and Godmanchester, and thence to St. Regis: Your Committee recommend a grant of a Sum not exceeding One thousand five hundred Pounds Currency.

Your Committee cannot too strongly recommend the opening of Roads in the neighbourhood of Quebec, with a view to form an easy communication with the River Jacques Cartier; these Settlements in the vicinity of the Town may afford the means of subsistence to a great number of poor people: Your Committee recommend a grant of the Sum of Two hundred and fifty Pounds, for establishing a communication from Val-Cartier to Lake Saint Charles, which would shorten the Road to Quebec five miles; another Sum of Five hundred Pounds for opening a communication between Stoneham and Tewksbury; and another Sum of Two hundred Pounds for opening a Road from the old Settlements to Neuville.

The whole nevertheless humbly submitted.

F. BLANCHET,

Chairman.

11th February 1829.

Fifth Report

24 Feb. 1829

FIFTH REPORT.

YOUR Committee have directed their attention to the bad state, during the rainy seasons, of the Roads by which the Towns of Quebec, Montreal and Three-Rivers are approached. To put these Roads into a durable condition, would demand the expenditure of a Sum beyond the means of those who are by Law

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

bound to do it. For it appears to your Committee that good Roads can only be effectually obtained by adopting the system of Mr. McAdam. Your Committee venture to recommend to Your Honorable House that an aid be granted to each of the said Towns for Macadamizing the Roads leading thereto.

Fifth
Report.

24 Feb. 1829.

Your Committee further believe that there ought to be a good Carriage Road from Shipton to the Saint Lawrence, and therefore recommend a grant for opening a Road on the east side of the River Saint Francis to St. Grégoire; also, a grant for the Road across the Longueuil Swamp to Chambly; and for the High-Road of communication between the Province and the United States, that is to say, the Road from Laprairie to Saint John.

The whole nevertheless humbly submitted.

F. BLANCHET,
Chairman,

24th February 1829

SIXTH REPORT.

YOUR Committee having taken into their serious consideration the Instructions respecting the Sale of the Crown Lands, are of opinion that the severity of the climate, the poverty of the Settlers, and the difficulties attending the opening and clearing of new Lands, are obstacles which render the introduction of such a system inexpedient.

Sixth
Report.

10 March 1829

Your Committee have also procured a figurative Plan of the Saint Lawrence from Kingston in Upper-Canada, to the Anse Tablon on the Coast of Labrador, with the Seigniories, Townships, &c. in the Province of Lower-Canada: and your Committee have the honour to submit the same to Your Honourable House as forming part of the present Report.

The whole nevertheless humbly submitted.

F. BLANCHET,
Chairman.

10th March 1829.

ORDER OF REFERENCE.

HOUSE OF ASSEMBLY,

Saturday, 29th November 1828.

RESOLVED, That that part of the Speech of His Excellency the Administrator of the Government at the opening of the present Session, relating to Roads and other Internal Communications, be referred to a Committee of Five Members, to report thereon with all convenient speed, with power to send for Persons, Papers and Records.

Ordered, That Mr. Blanchet, Mr. De St. Ours, Mr. Stuart, Mr. Bourdages and Mr. Proulx do compose the said Committee.

Attest.

W. B. LINDSAY,
Dy. Clk. House of As's'y.

Monday, 1st December 1828.

Ordered, That the Petition of divers Inhabitants of the Eastern Townships, situated in the County of Buckinghamshire, be referred to the said Committee.

Attest.

W. B. LINDSAY,
Dy. Clk. House of As's'y.

Friday, 5th December 1828.

Ordered, That Mr. Louis Lagueur be added to the said Committee.

Attest.

W. B. LINDSAY,
Dy. Clk. House of As's'y.

Saturday, 13th December 1828.

Ordered, That the said Committee have leave to report from time to time.

Attest.

W. B. LINDSAY,
Dy. Clk. House of Afs'y.

Friday, 26th December 1828.

Ordered, That the Petition of divers inhabitants of the Township of Grenville and other Townships, and of the Seigniori of La Petite Nation, be referred to the said Committee.

Attest.

Wm. B. LINDSAY,
Dy. Clk. House of Afs'y.

Monday, 12th January 1829.

Ordered, That Mr. *Laterrière* be added to the said Committee.

Attest.

Wm. B. LINDSAY,
Dy. Clk. House of Afs'y.

Wednesday, 4th Feby. 1829.

Ordered, That Instructions to the Honble. *W. B. Felton*, relating to the sale and granting of all the Waste Lands of the Crown, and of which, Copy was communicated to this House (upon an Address) by His Excellency the Administrator of the Government, be referred to the said Committee.

Attest.

Wm. B. LINDSAY,
Dy. Clk. Ho. of Afs'y.

MINUTES OF EVIDENCE.

Thursday, 11th Decr., 1823.

FRANCOIS BLANCHET, Esquire, in the Chair.

Joseph Bouchette, Esquire, Surveyor General, called in, and examined:

Jos. Bouchette
Esq. **A**RE you acquainted with the Townships of Stanfold, Bullstrode, Blandford and Maddington?—I am.

11 Dec. 1828 Are the soil and situation of these Townships favorable for agricultural settlements?—Yes; in general.

Do the Seigniories adjoining these Townships still contain a number of unconceded Lots of Land sufficient to supply the demand therefor of the younger Farmers who wish to settle themselves on land of their own?—There are still some Lots to be conceded in the Seigniories, but I cannot say how many.

What part of these Townships do the new Settlers appear to prefer, and where, in fact, are the Settlements already begun the most numerous?—They generally prefer the Lots on the River Bécancour.

What is the state of these new Settlements; and can you inform the Committee what is the number of families or persons already settled in these places?—There are many Settlements in Blandford, Maddington and Bullstrode, but I cannot exactly say what progress they have already made.

Is the progress of these Settlements retarded by the want of a Road, and to how many families would the opening of the Road mentioned in the Petition referred to the Committee, [*The Pe-*

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MINUTES OF EVIDENCE.

petition of drivers inhabitants of the Eastern Townships, situated in the County of Buckinghamshire, was here shown to the Witness,] afford readier means of settlement; and what means of communication with the old Settlements have the families now established in these Township?—Yes; the want of communication considerably retards the settlement in these parts.

11 Dec. 1828.

Have the persons holding land in these Townships themselves worked at the opening of the Road prayed for, or of any other? —Yes; and especially the inhabitants of Blandford, who have themselves opened a good winter Road between the 1st and 2d ranges, where a piece of Land, 66 feet wide, has been specially reserved in the Letters Patent of this Township; and according to the Report of my Deputy, who surveyed and laid out the Township in 1821, the place where the Road passes appears to be the most fitting, and offers easy means of settling on the road itself, to 132 inhabitants, at 100 acres each, and I am informed that many Settlements are already made on this Road.

Is it beyond the means of the Settlers in these parts to open and complete the said Road?—I believe very much beyond them.

At what distance from the Settlements on the banks of the Saint Lawrence are the new Settlements on the River Becancour; and would these last have no means of communication by any other line than that on which the Petitioners pray that a Road may be opened?—The Settlements in these parts are most numerous on the River Becancour than elsewhere, and from these Settlements to those of Gentilly the distance is between five and six leagues. I know of no route by which the communication would be more easily effected than by passing between the 1st and 2d ranges of Blandford.

Do you know what reasons the Petitioners have for desiring a Road between the 1st and 2d ranges of Blandford, rather than elsewhere?—Because it would evidently be of more advantage there than elsewhere; more easily made and more certainly kept in repair: 1st. Because Settlements are already commenced there, and 2dly, Because the Lots of the 1st and 2d Ranges having their respective fronts on this Road, they are nearer to each other, and there will be house, and clearings on both sides of the Road, and lastly; Because the Crown and Clergy Reserves are at a distance from this Road, which is a point of the greatest importance.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE ON

Jos. Fouchette
Esqr. How much would it cost to open and complete this Road; what is its length; from what point on the Saint Lawrence ought it to commence, and how far would it be necessary to carry it?—I cannot exactly tell the distance. I think it is about 5 or 6 leagues; it would require from £30 to £36 currency per mile, provided the money was economically employed.

11 Dec. 1828.

What is about the Sum already expended on the said Road?—I cannot say.

Would any other public advantages than those already mentioned in your answers, attend the opening of this Road?—Yes besides those of which I have just spoken, it is sufficient to refer to the map of the Province to be convinced of the utility of continuing such a Road as far as Craig's Road, the distance of which from the River Becancour does not exceed six leagues within the Township of Tingwick: from this point, the communication between the Eastern Townships and Quebec, may be estimated at 30 leagues by Craig's Road, and at about 29 leagues by the Road passing through Gentilly, of which there are 12 leagues of land carriage, and the remainder by the River Saint Lawrence which considerably facilitates the conveyance of goods by means of the River and the Steam Boats; and further, the opening of the Road prayed for, will open a communication with and facilitate the formation of numerous Settlements in this interesting portion of the Province.

Mr. Charles Turgeon, called in, and examined:

Mr. *Chs. Turgeon*
Are you acquainted with the Townships of Stanfold, Bullstrode, Blandford and Maddington?—I am but little acquainted with the Townships of Bullstrode and Stanfold, but tolerably well with those of Blandford and Maddington.

11 Dec. 1828.

Are the soil and situation of these Townships favourable for agricultural Settlements?—The River Becancour runs through the middle of these Townships, that is to say: between Stanfold and Bullstrode on one side, and Blandford and Maddington on the other. This River waters a spacious plain, in which lie several other Townships besides those above mentioned: this Plain is rendered fertile by many small streams running into the

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

SPECIAL COMMITTEE

complete this Road: the Saint Lawrence be necessary to carry think it is about 5 or £36 currency per employed.

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those already men of this Road?—Yes is sufficient to refer of the utility of con the distance of whic ix leagues within th the communicatio c, may be estimate 29 leagues by th ere are 12 leagues o ver Saint Lawrence e of goods by mean her, the opening c ation with and facil s in this interestin

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Becancour; the soil is rich and might afford means of settlement to more than 5000 Settlers, equally advantageous for the Settlers themselves and the Province.

Mr.
Chs. Turgeon

11 Dec. 1828,

Do the Seignories adjoining these Townships still contain a number of unconceded Lots of Land sufficient to supply the demand therefor of the younger farmers who wish to settle themselves on land of their own?—I know little of these Seignories; but the anxiety shown by the young farmers to procure Lands on the River Becancour gives me reason to believe that there are few or no lands in these Seignories yet unconceded.

What part of these Townships do the new Settlers appear to prefer; and where, in fact, are the Settlements already begun, the most numerous?—The River Becancour, which as I have before observed, serves as a central point to the said Townships appears to be preferred among the new Settlements, and, in fact, it is there that the Settlements are the most numerous.

What is the state of these new Settlements; and can you inform the Committee what is the number of families or persons already settled in these places?—The Settlements on the River Becancour are in a sufficiently advanced state. I cannot exactly say how many families are there settled: I feel persuaded they exceed fifty.

Is the progress of these Settlements retarded by the want of a Road; and to how many families would the opening of the Road mentioned in the Petition referred to the Committee [*The Petition of divers inhabitants of the Eastern Townships, situated in the County of Buckinghamshire, was shewn to the witness*] afford a readier means of settlement; and what means of communication with the old Settlements have the families now established in the Townships?—The necessity under which the Settlers find themselves of carrying on their backs, the numerous articles for which they have occasion during the summer, from the Settlements on the St. Lawrence to those on the River Becancour, is severely felt by them, and exposes them to great privations, by which means many of those already settled there become disgusted, and those who wish to settle are deterred from doing so. Now, the opening of the Road prayed for would, I think, procure and facilitate the means of settlement to more than 5000 families.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Mr. *Chs. Turgeon*, worked at the opening of the Road prayed, or of any other ?
 11 Dec. 1828. —The landholders in Blandford have already made a very convenient winter Road of the Road prayed for. Some other persons settled lower down the River have opened another leading out of it between Blandford and Maddington ; and some Lumbermen, a few years ago, opened a third at a distance of about a league from that last mentioned.

Is it beyond the means of the Settlers in these parts to open and complete the said Road ?—Even if they united all their labour and all their means, they would be unable at present to open a Summer Road.

At what distance from the Settlements on the Banks of the St. Lawrence are the new Settlements on the River Becancour and would these last have no means of communication by any other line than that on which the Petitioners pray that a Road may be opened ?—The Settlements on the River Becancour are about five leagues from those on the Saint Lawrence. In addition to what I said in answer to the seventh question I may add that the River Becancour itself affords the means of water communication, but about the middle of the Township of Maddington it becomes full of rapids, and the Portages are now impassable. Altogether, this means of communication is very dangerous

Do you know what reasons the Petitioners have for desiring a Road between the 1st and 2d ranges of Blandford rather than elsewhere ?—Among other reasons for this preference are these this Road is in a more advanced state than any other, and the great number of Lots granted and on which Settlements are made in the 1st and 2d Ranges, affords more certain means of keeping it in repair :—The land necessary and fit for the Road has been reserved in this place ; and further, there is a Road in the Seigniory of Gentilly leading to the Township already *verbally* *lisé* and on the point of being opened.

If the Legislature were to grant a pecuniary aid for the opening of the said Road, what means are you acquainted with by which the future keeping up and repairing of the Road might be provided for ; suggest those means to the Committee ?—I consider the means pointed out in my answer to the preceding question

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

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the Banks of the River Becancour communication by any means pray that a Road on the River Becancour and Saint Lawrence. In addition to the question I may add means of water communication of Maddington are now impassable and is very dangerous

have for desiring andford rather than preference are these any other, and that Settlements are there certain means and fit for the Road there is a Road in ship already *verbu*

said for the opening intended with by which Road might be proposed?—I consider preceding question

that is to say, the speedy settlement of the two Ranges which are separated by the Road, as certain.

How much would it cost to open and complete this Road; what is its length; from what point on the Saint Lawrence ought it to commence, and how far would it be necessary to carry it?—The opening and completing of this Road would cost, in my opinion, about £125 currency per league. Its length is about five and one half leagues, which would require a Sum of £687, provided that such Sum was placed in the hands of persons of integrity and experience, who would conduct the work with suitable economy.

What is about the sum already expended on the said Road?—I cannot say what sum.

Would any other public advantage than those already mentioned in your answers attend the opening of this Road?—In my answer to the second question, I mentioned a spacious plain, in the centre of which flow the waters of the Becancour. This Plain offers vast tracts of land adapted for the formation of Settlements equally advantageous to those by whom they may be commenced, and to the Province in general; if, therefore, the Road prayed for, were granted, besides the great advantages which would arise to the individuals through whose lands it might pass, and to the Settlements on the River Becancour, it would form a direct communication between the old Settlements and the fine and extensive country of which I have just spoken. This Road might in a short time be continued as far as Craig's Road, and would then form a shorter and more direct communication with the Settlements on the Banks of the Saint Lawrence.

Is there any easy and safe landing place for Steam Boats and other craft, on the South side of the Saint Lawrence near Gently?—Yes; there is in the Parish of Saint Pierre les Becquets which joins that of Gently, at a place called Livrard, a very safe and convenient landing place for Steam Boats and other Vessels.

Mr.
Chs. Turgeon,
18 Dec. 1828

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE ON

Jean Langevin, Esquire, called in and examined :

Jean Langevin Are you acquainted with the Townships of Stanfold, Bul-
Esqr. strode, Blandford and Maddington?—Yes; and particularly
with the Townships of Blandford and Maddington.
11 Decr. 1828.

Are the soil and situation of these Townships favorable for agricultural Settlements?—Yes; and on this point I take the liberty of referring the Committee to the Petition of the inhabitants of these Townships which notoriously, on this point, contains the exact truth.

Do the Seigniories adjoining these Townships still contain a number of unconceded lots of Land sufficient to supply the demand therefor of the younger farmers who wish to settle themselves on land of their own?—No; for there remains but few lots in these Seigniories worth cultivation which are now unconceded.

What part of these Townships do the new Settlers appear to prefer; and where, in fact, are the Settlements already begun the most numerous?—The new Settlers who are looking for land generally prefer those lying on the banks of the River Becancour, and in fact it is there that the settlements most rapidly increase, and are at present most numerous.

What is the state of these new settlements; and can you inform the Committee what is the number of families or persons already settled in these places?—The first Settlement was made in 1825, and was made in Blandford by two families from the adjoining Parishes. In July 1827 the population on the bank of the River Becancour within the Township aforesaid, was about 100 persons, and in November last it amounted to 150 persons, all Agriculturists.

Is the progress of these Settlements retarded by the want of Road; and how many families would the opening of the Road mentioned in the Petition referred to the Committee [*The Petition of divers inhabitants of the Eastern Townships, situated in the County of Buckinghamshire, was here shewn to the witness*]

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afford readier means of settlement ; and what means of commu-
nication with the old Settlements have the families now establish-
ed in these Townships ?—The opening and completing of a good
Road between the Parish of Gentilly and the River Becancour
would have the effect of rapidly settling the few Lots which
remain unconceded along the said Road as well as those on
each side the River Becancour and its tributary streams, for many
leagues above and below the said Road. The land watered by
these Rivers would be capable, when fully settled, of maintaining a
population of more than 20,000 souls. The families now settled
in these parts communicate with great difficulty with the neigh-
bouring Parishes, particularly in summer, when, to use the vul-
gar expression, the whole of the carriage is effected “on men’s
necks.”

Have the persons holding lands in these Townships themselves
worked at the opening of the Road prayed for?—Yes ; they
made a good winter Road which is already much travelled both
in summer and winter : other landholders have also begun on
the line between Blandford and Maddington another Road from
the River Becancour, and a place in Gentilly, which Road is also
much travelled.

Is it beyond the means of the Settlers in these parts to open
and complete the said Road?—Yes ; very much.

At what distance from the Settlements on the banks of the
Saint Lawrence are the new Settlements on the River Becancour
and would these last have no means of communication by any
other line than that on which the Petitioners pray that a Road
may be opened?—The distance from the new Settlements on the
River Becancour and those in its neighbourhood to the River
St. Lawrence is from 5 to 5½ or 6 leagues. Besides the Roads
mentioned in my answer to the seventh question there is another
in Maddington made by Lumbermen, which affords the means
of communication between the Settlements on the River Becan-
cour and those in the Parish of the same name. There is also
another communication by water, by means of the River Becan-
cour itself, but this is very long and dangerous, and frequently
even impracticable.

Do you know what reason the Petitioners have for desiring a

Jean Langevin
Esqr.
11 Decr. 1822.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Jean Langevin
Esqr.

11 Decr. 1828. Road between the 1st and 2d Ranges of Blandford rather than elsewhere?—The reasons, in my opinion, are as follows: Sixty-six feet of land in breadth was reserved for this Road in the Letters Patent of Blandford: it would there be the most central. All the Lots in Gentilly on the continuation of this Road (which has been verbalise) are taken, as are also a great number of those in Blandford; many lots are actually settled upon in Blandford at both ends of this Road. All the lots in Blandford lying on the River Becancour, except the Clergy Reserves, are taken also, which afford certain means of keeping the Road in repair after it is opened; there is no reserved lot on this Road. Lastly, there is considerable more work done on it than on any of the others. The other two Roads are not so central. That in Maddington is not at all so; it winds much and passes in great part through unsurveyed lands. The other Road on the line between Maddington and Blandford occupies ground which was not reserved for that purpose; the principal part of the land in Maddington which lies near it is unsurveyed; that which lies in Blandford is entirely composed of reserved lots, which renders the period when they will be settled very distant and uncertain. The Settlements on this Road nearest the River Becancour are those of the 3d concession of Gentilly.

If the Legislature were to grant a pecuniary aid for the opening of the said Road, what means are you acquainted with by which the future keeping up and repairing of the Road might be provided for; suggest these means to the Committee?—These means are certain and are stated in my answer to the preceding question, for there can be no doubt that a Road settled on each side will be well kept in repair.

How much would it cost to open and complete this Road; what is its length; from what point on the Saint Lawrence ought it to commence, and how far would it be necessary to carry it?—The opening and completing of this Road, commencing at the River Becancour and carrying it as far as the entrance of the wood at Gentilly, on the lots of the 2d concession, which would make a distance of about 5 leagues, might cost about £600 currency, provided the work was conducted by persons of integrity and experience, and the money laid out with the greatest economy.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

What is about the sum already expended on the said Road?—*Jean Langevin Esqr.*

11 Decr. 1828.

Would any other public advantages than those already mentioned in your answers attend the opening of this Road?—Yes; because this Road will not only be useful to the Proprietors of the land over which it will run, but will open a direct communication between the old Settlements and a great extent of country fit for settlement, of which the River Becancour forms the centre, and by means of which River the several Settlements may have communication with each other by canoes in Summer, and by a fine Road on the ice in winter, and this from the Falls in the Township of Maddington in ascending the River towards the North East, because this Road may hereafter be continued as far as Craig's Road, and will then become of still more general utility.

Is there any easy and safe landing place for Steam Boats and other craft, on the south side of the Saint Lawrence near Gentilly?—Yes, at a place called Livrard in the Parish of Saint Pierre les Becquets adjoining that of Gentilly there is a very safe and convenient landing place for Steam Boats and other vessels.

Charles Langevin and Louis Abraham Lagueux, Esquires, Chs. Langevin and L.A. Lagueux, Esquires. having been called in, and the preceding evidence of Jean Langevin, Esquire, having been read to them, they confirmed the same.

11 Decr. 1828

Monday, 15th December, 1828.

William Green, Esquire, called in; and being requested to communicate to Your Committee any Plans in his possession of the unexplored parts of Canada, he communicated the following:—*Wm. Green, Esqr.*

15 Decr. 1828.

1°. A Map of the River St. Maurice from Lake Opigewan to its mouth, made by Mr. Commeau, a Trader.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

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 15 Decr. 1828.
- Win. Green,*
 Esqr.
- 2°. A Map of the River Montmorenci, from its source to the Falls, made upon Birch by Michel Tsioui, a Chief of the Lorette Indians.
- 3°. A Map of the Country between the Saguenay and the River Saint Maurice, made upon Birch by Nicolas Vincent, Principal Chief of the Lorette Indians.
- 4°. A Copy of the said last Map upon Paper.
- 5°. A Map upon Birch of the River Jacques Cartier, Batis-can and Sainte Anne, by André Romain, a Chief of the Lorette Indians.
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Wednesday 17th December, 1828.

A. J. Wolff,
 Esqr.

17 Decr. 1828

Alexander Joseph Wolff, Esq., a Justice of the Peace for the District of Quebec, and Captain in the Saint Ambroise Division of Militia, being called in, informed Your Committee:—That he served in the 60th Regiment from the beginning to the end of the Peninsular War, and that he served also in Egypt, and obtained half-pay as Ensign and Adjutant in the 60th Regiment, in November 1824, and immediately went to the new Settlement of Valcartier, where he has since resided with his family upon Lands purchased by him there. That he has had occasion here to turn his attention somewhat to the making of new Roads; more particularly afterwards, in 1826, when he was employed to superintend the making of the Road from the Portage at Tennis-couata to the extremity of the Lake of that name, a distance of 36 miles, through the woods, of a foot-path. That he had upon an average 50 men under his command, all Canadians; their wages were 2s. a-day in cash, payable every Saturday, or earlier if they required, in hard money, which he considered that they preferred to paper money. They asked him 2s. 6d per day, but in consequence of his promising them hard money, they consented to come at 2s. per day. That he was sensible of this before commencing the enterprize, and got his money, amounting in all to £500 currency, in Dollars, which he changed in Dollars, half Dollars, quarter Dollars, and small change. That he allowed them 1 lb. of Pork, 1½ lb. Biscuit; and 3 Gills of Pease in lieu of

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

liquor, per day; he could have got liquor, but he was afraid they would get drunk with it, but he preferred giving them pease, of which they could make wholesome soup. They at first refused to come under 2s. 6d. per day, but he insisted on giving only 2s, and succeeded in getting 10 men at 2s, with whom he set off in the expectation that others would follow, which actually took place, and the next day he was joined by about 40 more.— When he went there he found only a foot path, and of the whole Road, only about 3 miles long a cart could pass with difficulty. In making the Road, he cut down, cut up, and rolled off the logs as he went on; he did not use fire; he made in one place more than two miles, and opened ditches on each side of about 2 feet in depth and as much in width; the causeways were made with cedar logs about one foot diameter, which he split into two and put the flat side downwards and the upper surface covered with mud and gravel taken from the ditches on the sides; about one third of the Road consists of causeways made in this manner; they had previously been made with sapin logs about 5 feet long; the Road appeared originally opened 6 or 8 feet wide, and was grown up with Cherry Trees of a considerable size, which he had to remove; in some places the Cherry Trees were so thick as to join and form an arch over the Road; he found three mountainous tracts of country, over which the Road passed, which were very rocky: in order to avoid one of the mountainous tracts he opened a new Road, and shortened the distance by three or four acres; another hill was so steep that he was obliged to cut zig-zag at the base for about 100 yards: these mountainous portions of the Road covered altogether an extent of about 4 or 5 miles in length; he had to remove a great number of large rocks of grey stone. That he had powder but did not use it, because he thought it more advantageous and less expensive of time and money to build heaps of wood over them, to which he set fire, and when the rocks were very hot they threw water over them, and broke them easily with large sledges, and applied the fragments in filling up holes in the Road; he was three months in completing the Road with about 50 men—sometimes more, sometimes less; the whole sum put at his disposal for making the Road was £550 currency; he expended in making it a sum of £500, leaving a balance to the good of £50; he made a number of small Bridges, but cannot state how many. There is a large Bridge over River du Loup which he was told cost £1200, is

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Wm. E. 17 Decr. 1828. A. J. Wolff, Esqr., about 300 yards long—much decayed. That upon observing that the Bridge was much decayed, on his return he employed a Ship Builder or Mill-Wright on the spot to examine it, with a view to ascertain if the Funds remaining were sufficient to repair it. His report was that it would require a much larger sum to repair it. He employed a man for the purpose of shovelling off the snow during the winter, in order to keep the Bridge light, and thereby make it last longer, and to prevent it being carried off by the ice in the spring, for which he paid £4 10s., which he considered a sufficient remuneration for his trouble during the winter, and which he did under the sanction of His Excellency the Governor in Chief;—this money was paid out of the balance remaining in his hands, as he has above mentioned. That he was allowed, as Superintendent, 15s. currency per day. There was no particular bargain about the provisions, and he took his own.

A. 17 Decr. Is the Road now passable for Carriages and Horses?—The Road was passable for Horses and Carriages when I left it, and we were followed by Carts and Horses. I used them myself for gravelling the Road. I saw in the Newspapers, in the following winter, that four hundred Horses with sleighs loaded with wheat, came from New-Brunswick through this Road to Canada, which had never been done before.

Have you any reason to believe that this Road has been beneficial to the Settlers within our lines, and that they were satisfied therewith?—I have no doubt that this Road has been very beneficial. I have in my possession a Copy of a Letter from L. C. Frazer, (the original was delivered in to Major Eliot) resident at Lake Temiscouata, from which it appears he is very much satisfied with the Road. There is a man known as Captain Hebert, principal merchant in Madawaska, who brings to Canada through this Road every year between 20 and 30 carts, which return loaded with merchandize from Canada to Madawaska every year; and he told me that he was highly satisfied with my proceedings; and he told Colonel Frazer that if the former sums of money had been laid out in the same manner the Road would have been good. It is however necessary that some repairs should be made to the Road every year, as there are no settlers upon that Road to maintain it in good order. There is not an habitation for 24 miles on this Road, and it would be very desirable that some settlement should be made upon it to afford relief to travellers and to the people car-

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

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rying the Halifax Mail. Col Frazer wrote to me in November last, to petition the House for an aid towards repairing the roads, particularly those parts which had not been finished before, and mentioning that the road was getting out of order, particularly the Bridge over River du Loup.

A. J. Wolff,
 Esqr.
 17 Dec. 1828.

In your opinion which is the best mode of making public Roads? by contract or under the superintendance of fit and proper persons?—It will never do by contract, because the Commissioners hardly ever go themselves, and they send some persons in their place who often do not go themselves, so that the work is not properly overseen. The Commissioners generally contract with some principal Contractor, who contracts with Sub-contractors, who do the work by means of the labourers whom they employ, or other sub-contractors who employ labourers: the principal Contractor gets as high a price as he can from the Commissioners and gives as little as he can to the Sub-contractor, who do as little work for their money as they can, and are quite satisfied if their Road be received, whether good or bad. The Road also is frequently made to have a good appearance with bad materials, and even where it is passable is often not durable, by reason of the insufficiency of the work done; the profit of the principal Contractor and of the Sub-contractor must both be paid out of the sum allowed for the Road; all that the principal Contractor cares is that the Road be received, and cares not how it is made:—whereas, if a fit and proper person be appointed to superintend the Road with a fixed allowance, it would be both his duty and his interest to see the work done as creditable to himself in particular, and as a recommendation for future employment.

Will you deliver to the Committee a Copy of the Letter from Mr. Frazer to Major Eliot, referred to in the preceding examination?—I now produce a Copy thereof. [*The witness delivered in the same, which was read as follows:*

“Entrance of the Postage,
 St. Patrick, 19th Aug. 1826.

SIR,

“I have the honour to state for your information that Mr. Wolff has reached the Lake, and beg leave to add from the improvements I personally observed on my way the other day which are made, as well as from the opinion of every one who tra-

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A. J. Wolff, Esqr.
17 Decr. 1828.

vels through the portage, I conceive it due to the exertions and endeavours of that Gentleman, to say he has done above expectation, considering the time he has been employed and the limited means lodged with him, together with the serious sums that have on former occasions been expended under the superintendance of others; and cannot refrain from expressing that he has far surpassed them in the performance of the duty with which he was entrusted.

I have the honor to be,

Sir,

Your most obedient Servant,

Major Eliot."

ALEX. FRASER."

Friday, 19th December, 1828.

Jean Baptiste Taché, Esquire, Notary Public, of Kamouraska, called in, and examined :

J. B. Taché, Esqr.
19 Decr. 1828.

Will you be pleased to say if the want of Roads to reach the Lands fit for cultivation, and for making new Settlements, greatly retards the progress of Agriculture on the south shore and the settlement of this part of the Country; and do you know if the quality of the Lands at a distance from the River be good in general?—I have heard from several huntsmen who have been over the Lands which are situated in the rear of the Seigniories of Ste. Anne Lapocatiere, Rivière Ouelle, Fief St. Denis and Kamouraska, between these Seigniories and River St. John, that this tract of land was generally good and fit for cultivation. The Fief St. Denis, which has been lately explored by a Surveyor who has surveyed it, and which stretches farther inland than the neighbouring Seigniories has a very fertile soil, and beyond this Fief, the Land as far as the eye can reach in every direction appears to be very fit for cultivation. The want of Roads is in my opinion one of the principal causes which retard the clearing of Land, not only of those I have just mentioned, but also of all the others on the South Shore,

Are the Laws of the Country for opening Roads prejudicial to the formation or promotion of new Settlements; and if they

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

appear prejudicial to you or insufficient, what means of remedy—*J. B. Taché, Esqr.* ing thereto would you recommend?—They are not only prejudicial to the formation of new Settlements, but they manifestly prevent the progress of those which are already begun. I consider the actual Road Law as very prejudicial to the progress of the country, in as much as the cost of the *Procès-Verbaux* for the opening of new Roads is enormous compared with the scanty means of the country people. That this expense added to that for opening the Roads is oppressive to the new Settler. That even in cleared Land, a *Procès Verbal* made at the distance of about thirty leagues from Quebec (and I will mention Kamouraska for instance) does not cost less than £20 and some odd shillings, including the expenses at the Prothonotary's Office, and the allowance made to the Surveyor. That this takes place for the shortest Road which is marked out. That the power which the Law gives to the Grand-Voyer is by far too extensive. That there is no certainty in their judgment. That that which is approved of by one Grand-Voyer is disapproved of by the next; and it is within my knowledge, that a road traced, on a farm cultivated, by one Grand-Voyer in a space of less than half a league, was changed two or three years after by his successor; which drew about twenty proprietors into an expense of more than £40 to give to the Grand-Voyers for the two *Procès-Verbaux*, besides the loss of time in taking down, and making new Bridges and the Road. I think that a means of obviating these difficulties would be to give a fixed salary to the Grand-Voyer, and not permit him to receive any fees; or to convert the office of Grand-Voyer into an office of Record in each County, and that the new Roads should be traced for the future by a Committee of five Farmers in each Parish, named at an annual election, in the same manner as the Sous-Voyer is at present elected. They would fix the place of the new Roads asked, would draw a *Procès-Verbal* thereof, would deliver the same to the Keeper of the Records, who would be authorized to deliver Copies thereof when wanted.

Mr. *Augustin Balantyne*, Deputy Provincial Surveyor, being called in, informed Your Committee: That he has been employed to survey Lands in the rear of the Parish of Kamouraska and River Ouelle, at the distance of about six leagues from the St. Lawrence; that the Land is good and level, and fit for

Mr. *A. Balantyne*,

19 Decr. 1828.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Mr. *A. Balantyne*, making new Settlements;—communications might with facility be opened with the River Saint John at that place; that the Lands of the neighbouring Seignories are chiefly conceded with the exceptions to be made, but not sufficient for the demand, and the want of new Settlers; that the great obstacle to opening or forming new settlements is the want of Roads; that the present system of opening Roads is so expensive that it is impossible for new settlers to bear the expense of it, with the rents which they are obliged to pay for their lands; that he believes that an easy means of forming a new settlement would be the opening a proper Road through good Lands, which it is impossible to effect with the existing Road Law; that he believes it would be expedient to open such Roads on the south shore through the Lands, to be settled at the distance of about ten leagues, or in such parts as land fit for cultivation is to be found; that from the information he has been able to collect, distant about twenty leagues from the Saint Lawrence at L'Islet; that behind River Ouelle he does not believe it more than fifteen leagues.

Anthony Gilbert Douglas, Esquire, late Captain in His Majesty's Canadian Fencible Regiment, called in, and examined:

Have you had any and what means of becoming acquainted with the modes in use for the making of Roads through Forest Lands in this Country?—For the last six years I have been employed in making Roads in the woods. When the trees are cut down, the Canadians not using oxen lose a great deal of time in making heaps of the same. The oxen would also be of service in ploughing such parts of the Road as is fit for it, which would cut down the brush-wood and even part of the roots.

What is the average expense of making Roads through such Lands, and what are the processes used; are any Roads required to be repaired or opened in the part of the country in which you live, the repairing or opening of which would be of general benefit to the Province?—The average price of labour cannot be easily ascertained, owing to a variety of circumstances. I think it may be stated at from £80 to £130 a league. In the woods the Roads

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

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should not be more than 16 feet wide, the wind would then do it less damage. The clearance which is required frequently cost more than it is worth. The causeways in the swamps should never be made with large logs. Several beds of Shrubs, alternately covered with the ground taken from the ditches, would answer the purpose better. The Saint Gregoire Road would require a grant of money to defray the expense of keeping it in repair. Last Autumn and the whole of last Summer has been very rainy. The Townships through which it passes (for reasons which it would be tedious to detail) are but thinly settled. It is consequently expected that the public will assist. A Road of 40 or 50 *miles*, from the extremity of the St. Esprit Road in the Parish of Nicolet to the St. Gregoire Road is here recommended. A few miles (twelve I have been told) opened in the Township of Hereford, would communicate with Portland.

A. G. Douglas
 Esqr.

19 Dec. 1828

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State particularly the public advantage which would accrue from the opening of such Roads?—The River most commonly freezes over at Pointe aux Sables, instead of Three-Rivers. The Township people would have the choice of both Roads, that of Nicolet and La Baie. The Parishes on the north side could at all times go to trade in the Townships. The communication with Portland presents a great advantage to the whole of the Province. The twelve miles opened in Hereford would take us to the good Roads of our neighbours. The Port of Portland never freezes. The English Packets would reach it as easily as New-York, and would be much nearer to Halifax and New-Brunswick. The distance from Portland to Three-Rivers does not exceed 225 miles. The Government Despatches, the Merchants and Travellers would reach sooner; exclusive of the advantage of new branches of trade for the Townships and both Shores of the St. Lawrence.

What would be the probable expense?—Not being acquainted with the nature of the ground of Hereford, nor even with that at the end of the Parish of Nicolet, I beg to refer to my second answer.

What in your estimation is the most advantageous mode of applying public money to these purposes? Should the work be done by contract, or would it be more advantageous that the Road be opened under the superintendance of some fit person

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A. G. Douglas
Esqr.

10 Dec. 1828.

employed and paid for the purpose; state fully and particularly what you consider to be the advantages and disadvantages of the two modes respectively?—The Commissioners according to law advertize for the lowest tenders; but this low tender is sometimes very high, for every Contractor ought to secure to himself a profit of forty per cent. since he runs the risk of being ruined by a suit, previous to the Road being accepted of. If the Contractor undertake a great deal he will necessarily give out some part of his undertaking to sub-contractors, who will use the same reasoning. This explains the reason why the £53,000 voted for internal communications have hardly produced a short Road in the whole Province. The second method is therefore preferable, but there is danger in that also. It would be proper to have a suitable person placed at the head of this new Department, with orders to employ Militia Officers in the Parishes, with fit country people to assist them, and they would be paid; but they would supply them fit workmen by the day or by the month, and finding themselves with provisions. In some cases they might be allowed the transport of their provisions. The Head of this Department ought not to have any money at his disposal. He might draw upon the Receiver General or upon such other person as might be appointed, as often as the case might require, but in all cases upon affidavits being produced of the performance of the work, or the attested accounts of the aids which he might have employed.

The Honorable *Louis René Chaussegros De Léry*, a Member of the Legislative Council, called in, and examined:

The Honble.
L. R. C. De
Léry.

10 Dec. 1828.

Is the Road from Longueuil to Chambly much frequented, and by whom?—This Road serves as a communication for more than ten Parishes and for the Townships which have their outlet across the Mountains of *Rougement de Niusha*, and consequently is one of the most frequented,

What parts of it are a front Road, and what parts of it a by-road?—This Road is about $4\frac{1}{2}$ leagues in length, and the whole of it is a front Road, with the exception of three by-roads which form together about three quarters of a league.

Could the by-road be paved with stone by the persons obliged

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

to maintain it, or would a public aid be absolutely necessary to render it good during the whole year?—I do not believe the by-roads could be paved with stone at the expense of the inhabitants who are obliged to maintain them, without a public aid. A Turnpike could alone render these by-roads good in all seasons.

The Honble.
L. R. C. De
Léry.

19 Dec. 1828.

Could those parts of the road which are a front road be paved with stone by the persons obliged to maintain them, or would a public aid be absolutely necessary to render this road good during the whole year?—There are in those parts (the front road) two bogs of about 40 acres in length, which are covered with water every spring, and even in summer, by the falls of rain, which wash away the earth which the inhabitants cart for the repairing of them. A public aid or a turnpike would be, in my humble opinion, the only means of rendering all this Road good and practicable.

What extent of by-road is there on the public road from the *Côte des Neiges* to the arrival at Plouf, and what number of persons are obliged to maintain it?—Between the *Côte des Neiges* and the arrival at Plouf, this is a continuation of four or five by-roads of 30 acres each united together by a square of about 10 acres, formed by a part of the road of the *Côte de Vertu* at St. Lawrence. I cannot at present state what number of persons interested are obliged to maintain them, not having before me the *Procès-Verbaux* which oblige them: each individual share is but small, and I believe that with a public aid one might succeed in paving them with stone.

What extent of front road is there between the same places?—Six or eight acres on the front Road of *Vertu*, and the street of St. Lawrence village, which is considered as a front road at the charge of the inhabitants of the said Village.

What would be the best mode of rendering the by-roads in general better than what they are?—The best means of rendering the by-roads in general good would, in my humble opinion, be in the first instance to widen them to 30 feet: these by-roads were only originally 20 feet, the ditching has taken away 7 or 8 feet therefrom, so that at this moment the carriage road is only 12 or 15 feet. That being done, the Law should render that obligatory to the parties interested, which was only optional; that is to say, the keeping of the by-roads in repair, and by an amend-

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

The Honble.
L. R. C. De
Léry,

17 Dec. 1828, next.

ment of the Road Bill which allows the parties interested to give out their respective by-roads to Contractors. The Sous-Voyer then only has the Contractor to oversee. I ought to remark that this amendment to the Road Act will expire on the first May

What extent of by-road and of front road is there on the public road in the Island of Montreal, between the City and the crossways in the Parish of Sault au Recollets?—The extent of the Road between the City of Montreal and the Cross-ways in the Sault au Recollets, is about the same as that between the same City and L'Abord à Plouf; that is to say, about 2 leagues and a quarter, of which about thirty acres, either up or down the Rivière des Prairies to reach the different cross-roads, are front roads.

What number of persons interested are obliged to maintain those by-roads?—I cannot precisely say the number of persons who are interested in keeping these by-roads in repair, not having a statement of it; but with the exception of those portions of the by-road in the Parish of Montreal, called, I believe, *Route de la Visitation*, which the inhabitants of the Sault au Recollets are bound to keep in repair; the portions in the others are not very considerable.

What parts of them could be paved with stone at the expense of the persons interested, and what would probably be the amount of their cost; could some parts be only paved with a public aid, and what extent?—I have no experience in the making of Roads after McAdam's manner, therefore I cannot say what would be the expense of coating these Roads with stone, which I must say is already too stony. It would certainly be necessary to have an aid for that purpose.

What parts of the by-road between St. Martin's Church and the Ferry could be paved with stone at the expense of the persons interested, and what would probably be the amount of their costs; could some parts be only paved with a public aid, and what extent?—I do not know any part of this Road which could be coated with stone at the expense of the parties interested, and much less what the expense would be. The whole of this extent should be at the public expense, or that of the whole Parish, which the inhabitants would certainly not like.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

Monday, 22d December 1828.

Alexander Joseph Wolff, Esquire, again called in, and examined:

Have you in your possession any Reports or Copies of Reports, Accounts or Copies of Accounts, by you made or rendered, concerning the Road of the Portage of Temiscouata, and if so, be pleased to communicate the same for the information of the Committee?—My Accounts I sent to Major Eliot; I have Copies of them at my house at Val-Cartier. The paper which I now produce is the Report by me made on the 25th August 1826, to His Excellency the Governor in Chief, of the works done on the Road under my superintendance. I lay before the Committee the Letters received by me from Col. Frazer respecting this Road.

A. J. Wolff,
Esqr.
22 Decr. 1828.

[The witness delivered in the same, which were read, as follows:]

“REPORT of the Works done on the Portage to Lake Temiscouata, from the 15th June to the 19th August 1826, under the superintendance of A. J. Wolff, Lieut. Half-pay, 60th Regt. appointed by His Excellency the Governor in Chief, as Commissioner for the said Works.

Quebec, 25th August 1826.

“On the 15th June I caused a party of laborers to move from the St. Lawrence to la Rivière Verte, under the care of an assistant overseer, when I followed next day with another party, and on my arrival I found that part of the Road leading to the Bridge in want of new pavings and other repairs. I begun the works there. The Bridge I had completely repaired, as it was in a very dangerous state, when I proceeded with a second squad to the Bridge over the Ruiffeau Morneau, which was reported to

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A. J. Wolff, Esqr.
 22 Decr. 1828,

me almost impassable, as a woman (Mrs. McDonald) narrowly escaped from breaking a leg. I found it necessary to have an entire new bridge built; after which done, I employed the whole of the party on the Road between these Bridges, in renewing and repairing all the caufeways, which are numerous, removing or levelling detached pieces of rocks and other obstacles, and had the Road opened where it was requisite. On my way from Cote's House to the Green River, although that part of the Road is considered fit for wheel carriage, but from the decayed state in which I perceived the pavings to be, and consequently dangerous to the public, I therefore, when the two bridges and the road between were in a state so as to prevent accidents, employed the men in repairing the caufeways on that part of the road, as it was found almost impracticable to bring up the provisions and stores for the working party. I also conceived that from the Bridge of La Rivière du Loup to Rivière Verte the road is much in need of being opened, which however I have declined doing for the following: considering the works required on the whole of the Portage, especially from La Petite Fourche to the Lake, and the limited sum granted, I proceeded with the idea of going through the whole of the road by doing the most required, and on arrival, take a view of what sum had already been expended, so as on my return equally to bestow where needed the remainder, otherwise I might have been led into the error, more partially to apply the money on a proportion of the road than on another.

I then returned to the road above Ruiffeau Morneau, which for about a mile distance is sufficiently open, but covered with detached pieces of rocks, which were either removed and the holes filled up with smaller rocks, gravel or ground, or broken up. From whence to La Savane des Roches, a distance of about two miles, the road was much choked up, and was opened to a breadth of about 24 and 30 feet; the whole of the pavings, which are here very numerous and in some places of extraordinary length, were renewed or repaired; ditches were opened, and drains made where practicable.

I endeavoured to make Les Roches practicable for wheel carriage by breaking up the largest detached pieces of rocks, levelling the road with their fragments, and covering nearly the whole of the centre with gravel and ground; and I may add, that I succeeded, as Col. Frazer reached St. Francis River two or three days after, with a cart loaded with about 4 cwt. I had the road opened to about 25 feet.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

From the Savanne des Roches to the Bridge over the River St. Francis, about a mile distance the road was much covered with detached pieces of rocks, some of which were removed and others broken up, and the vacancies filled with gravel and ground, the road was opened to a considerable breadth. The bridge over that river, I found dangerous from its inclining situation to the south, owing to the beam on that side being very weak; I caused the bridge to be undone, and had a new beam placed in lieu of it, and the bridge covered with new cedar.

A. J. Wolf,
Esqr.
22 Dec. 1823.

From St Francis to the Grande Fourche, the road at the foot of the mountain is very swampy, and the whole of the pavings were repaired or renewed, as circumstances required; ditches and drains were made to turn the water off the road; approaching at the beginning of the ascent large detached pieces of rocks were met, which were removed, although some of very considerable size, and the holes levelled with gravel and ground, the road being much choked up with bush, and I caused it to be opened to a breadth of from 24 to 30 feet.

At Ruisseau Salop the pavings were very bad, so that new logs were required, the road being very swampy, they were made as well as a new bridge over the Ruisseau. From thence to La Grande Fourche, about $1\frac{1}{2}$ mile, the road was opened to a breadth as above, and a paving of a very considerable length was almost renewed. The bridge over the River was repaired.

From La Grande Fourche to the foot of that mountain, new pavings were made, and ditches with outlets opened to draw the water from the road, and as the whole of that part appeared to be constantly under water, gravel with ground was made use of to higher the centre of it, and caused the water to find its way into the ditches. The detached broken rocks were removed, which labour was required through the whole part of the road from thence to La Petite Fourche, as likewise opening it, as it was much choked up; a number of ditches were cleared and outlets made, at intervals of about $\frac{1}{4}$ of a mile, the causeways removed, renewed, and others repaired. The bridge over Petite Fourche was covered anew with cedar wood.

For about $\frac{1}{2}$ a mile beyond La Petite Fourche, appeared to be a very swampy part of the road, consequently different ditches and outlets were necessary, and the pavings renewed and repaired as before; the road widened to about 30 feet. I found here, even at this season of the year, (far advanced in July, whole pavings floating; the same operations were made, as circumstances required, till the foot of Buard Mountain. A new bridge was made over the Marais Sangfue. I had an opportunity of

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A. J. Wolff,
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observing of what utility ditches and outlets are, as the day after completing the swampy part above referred to (as far as under the present circumstances were permitted) a very great fall of rain was experienced and the road was perfectly dry in about two hours after. It was necessary to open the Road all along from La Petite Fourche to the foot of the Mountain, to a great breadth, from its swampy nature, that the sun, in addition to the ditches and outlets, may assist in drying it, by having a free access to it as well as the winds.

From the foot of the Beard Mountain for about 2 miles, the road was much covered with detached rocks, some of such size, as rendering their removal impossible, I had recourse in instances to fire, which I caused to be made on them, and when thoroughly hot, (the party in the mean time being employed in opening the road) had cold water thrown upon them, which became much easier to be broken up, and levelled with ground; I found this method shorter than blasting, dry wood being every where at hand, and no delay or loss of time occasioned: the rocks of lesser dimensions were removed or broken up. The fragments made use of in low and swampy places, the pavements were either renewed or repaired, as the case did require, and the road opened as before. A very steep and rocky descent I have partly avoided by turning off the road a little to the south, which part was rather low, but I had it filled up with gravel and ground lodged in a bed of logs. Proceeding on, I found some pavings unnecessary (where the water had to be drawn off the Road by means of the ditches and outlets, and which were consequently taken up.) From thence to the Rocky Mountain, opening and removing detached pieces of rocks and wind-falls was continued, and some pavings renewed and others repaired.

The Rocky Mountain is considered the worst part of the Portage Road for the present mode of conveyance, it being covered for about a mile with detached pieces of rocks of all dimensions, some so large as permitting no removal; but had the road raised to a level with these rocks, and a great many were removed and broken up, as circumstances required and permitted; the fragments were used to level the lower parts. This part of the road was at some time (and appears to have constantly been) inundated by springs out of the rocks, which I have succeeded in turning off the road, by outlets, and altering their course. The product of these springs is great, as whole and large pavings were found floating in their waters, even at about $\frac{1}{2}$ a mile beyond them.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

Previous to my attempting any improvements on the Rocky Mountain, I caused a road to be cut to the S. S. East of it, to try avoiding it, which at the same time would have shortened it for upwards of 4 acres; but this new passage did not meet my expectation, and will prove of advantage to foot passengers only for the present, as the end of it proves too steep; but have no doubt, that at a future period, it might, at an inconsiderable expense, be made by far superior to the original road. From the Rocky Mountain to the bridge over the little lake River, the road with few exceptions is very swampy, and covered necessarily with many pavings, which were repaired, ditches cleaned and outlets made, additional pavings required, and the road opened to a great extent. The bridge over that River covered anew with cedar, from whence to the Ha! Ha! River the same defects were found (except that this part is not so swampy,) and necessarily the same mode of improvement had recourse to, and the bridge over that River covered anew, it having been burned. The ascent, immediately on crossing that bridge, was very steep (although not long,) and reported very dangerous in winter; I had it improved as much as practicable for the present, in turning in a zig zag way, and I am of opinion it will be found a very easy ascent or descent at present.

From the Ha! Ha! River to the Lake, the Road was opened as its nature seemed to require, in several places new pavings in addition to the former were necessary, and made with ditches and outlets, and others required a great deal of repair; but I am concerned to have to state that this work was but partially and hastily done, as the hay season had approached, the labourers withdrew to their homes, and I had a few to continue with, without prejudice to the public interest, and had reason to be satisfied of having previously employed a party of labourers from the Lake to meet me; in order to accelerate the work, or otherwise this part of the road, a distance of about one league, would have been much less improved.

I consider it my duty to state, that although much has been done to the Savane des Roches, yet that part of the Road still requires great improvement to make it practicable for wheel carriage. The Bridge over the River du Loup has been reported to me by several living on the Portage to require a deal of repair, and should it not be done this fall, the Bridge is much exposed to be destroyed next spring.

From the fires which have taken place in the woods on the Portage, it must be expected that the road will be much inconvenienced by wind-falls, as the fires have got deep into the

A. J. Wolf,
Esq.

22 Dec. 1828.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A. J. Wolff, ground, and consequently much injured the roots, as also some
Esqr. of the pavings have been destroyed.

22 Dec. 1828'

(Signed)

A. J. WOLFF.

ADDENDA to the Report of August 1826, of work done on
the Portage Road to Lake Temiscouata:

On the 18th of September, I resumed the works at Green River with repairing the caufeways which were much injured by the fires in the woods, clearing the road of numerous wind-falls occasioned by the same, and making other improvements I had left until my return from the Lake, when I proceeded on in the Summer, which I was prevented to accomplish in consequence of the men leaving me on the approach of the harvest.

La Lieue des Roches being the worst part of the Road, I particularly applied my attention to it, and employed the party with carts and hors's for the conveyance of sand and gravel nearly a fortnight, which was not to be had but at a considerable distance, and a great number of loads were wanted to cover the centre, (say 3 feet broad and 1 deep) for the whole of that distance, and also widened the road by removing rocks or breaking them up, to make it practicable for wheel carriage, and where circumstances permitted, had outlets made.

From thence I proceeded on with the works, removing or repairing caufeways and bridges destroyed or injured by fires, which I found had done serious damages throughout the Road; I cleaned it from the numerous wind-falls, and as some rainy days offered me an opportunity to observe where ditches and outlets would prove of utility, I caused them to be opened.

On my arrival at the Ha! Ha! Bridge, from whence to the Lake, the Road had not been finished in the summer, owing to the labouring men leaving me before I expected, consequently that part was much in need of improvement, more so from the caufeways being seriously injured by the fires, and the roads intercepted by a number of windfalls, which blocked up the ditches and outlets, I caused the caufeways to be repaired, ditches and outlets to be opened, and the other impediments removed as far as circumstances would admit.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

On my approaching, and when at the Lake, I was informed by every traveller, without exception, that the Road from the Bridge over La Rivière du Loup to La Rivière Verte was almost impracticable from windfalls occasioned by fires and a subsequent gale of wind, and from the very bad state of the caufeways ; which induced me, although without authority, to have it cleaned and the caufeways renewed and repaired.

It gives me satisfaction to be permitted from observation, to state that wheel carriages are now preferred to the *menoir* by travellers who have passed through the portage since the road has undergone repair, and that but few *menoirs* are used, and those by people wishing to return disencumbered, having reached their destination.

Great windfalls are to be expected from the extensive fires which have ravaged the woods and consumed the ground deep below the surface, consequently the roots are much damaged. With respect to the Bridge over Rivière du Loup on the Portage Road noticed in my Report of August last, I beg to refer to the accompanying statement of Mr. Jean Michel Duchêne, mechanist.

(Signed)

A. J. WOLFF.

Present state of the Portage of Temiscouata, and method proposed for its improvement :

Quebec, 10th August 1823.

After an attentive examination of the country on the right and left of the Portage Road for eight days, and having during that period traversed a space of from 59 to 60 miles through the woods, I am of opinion from the great extent of swampy ground and high mountains passed over during that period, that it would be much better to continue the present line of the Road than to give it a new direction. I must however at the same time beg to add, that when the leaves are off the trees it may be possible to avoid many of the bad parts, which I was in all probability prevented from doing from the

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A. J. Wolff, Esqr. circumstance of my not being able to see more than a few yards in any direction.

22 Decr. 1828.

Assuming it therefore as a point decided on, that it would be better to continue the present Road, I shall proceed to make some remarks on its present state, with such suggestions as I should think might lead to its improvement; but in the first place I consider it not unimportant to state that although the Portage is at present in so wretched a state that a person who has not been there can scarcely form any idea of it; yet the Merchants (or Storekeepers) of Madawaska do now get their supplies over it, in preference to going down the St. John's River to Fredericton, to which place they cannot go and return in less than nine days, where, as in the same time or a little less, they can travel to Quebec, and back again, with the advantage of getting their goods at a much lower rate.

The Madawaska Settlement at present consists, according to Mr. Ringuet the Curé, of 140 families, which taken at the common average of from 5 to 6 persons each, will give a population of nearly 800 souls; this estimate I do not consider to be over-rated, aving taken the opportunity of my being there on a Sunday, to go to the Church, which I found, though of a considerable size, literally as full as it could hold.

From Côté's house on the banks of the St. Lawrence to the River Verte, nine miles, the Road is practicable for carts carrying about 4 cwt; but from thence to Long's, 27 miles, the only mode of conveyance is on a *menior* or species of sledge, formed by two shafts united by three cross beams, with four uprights to fasten the load on with; one end of each shaft is suspended to the harness of an ox or horse, and the other trails along the ground: on this machine which is generally taken the whole way across the Portage, a load of from 2 to 2½ cwt. is carried in two days, and one to return for the sum of 4 or 5 dollars. There is no difficulty in getting *habitans* to undertake the job, but they try their utmost to impose on strangers; and asked me 8 or 10 dollars each, although I only paid 5, and detained them on the road.

From the River Saint Lawrence to the River Verte, 9½ miles by the Road, but not more than three French leagues in a direct line, belong to the Seigniorship of the River du Loup, and every lot on that space except two or three being conceded, the Censitaires are obliged by Law to open and keep in repair the

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

J. Wolff,
Esqr.

24 Dec. 1826.

Road along the front of their respective Lots, and as this space is already practicable for carts carrying from 4 to 5 hundred-weight, it appears less necessary to expend money on it than on the remaining 27 miles of the Portage.

It is however proper to observe that from the end of Nouvelle Ecoffe to the commencement of the Settlement at the River Verte (5 miles) the Road has never been opened more than a few feet wide, and that at the present moment the branches overlap one another on the greatest part of this space, which indeed is the case on almost the whole of the Portage, except at the Clearing, a circumstance in itself sufficient to prevent it being a good Road.

From the River Verte to a little beyond the end of the 13th mile ($3\frac{1}{2}$ miles) the Road is very much covered with detached pieces of rock, some of large dimension, requiring either to be removed or broken up, neither of which would be difficult; and this space, as well as from the 14th to the 16th mile, has very little timber upon it, and even what there is, is generally small pines or cedars, which on this part of the Road might be cut down so as to open it to a sufficient width, (say 30 feet) at a trifling expense.

In many places the causeways are made with sapins or cedars mixed, and I remarked that almost without exception, when the former were completely rotten and broken in pieces, the cedars were almost as perfect as the day they were put down.

It is necessary to state that there are a great many portions of the logged parts of the whole of the Portage which are so completely out of repair, that it is quite astonishing a horse can drag a load through them, for although many of them have had new Logs only three or four years ago, yet having been made of sapins (with cedar standing close by) and frequently of very small dimensions, they could not be expected to last long, the consequence is, there are chasms in many places, of from 5 to 10 feet wide, with scarcely a single log on them, and in others great numbers of logs are lying about quite loose, and it is astonishing to see with what sagacity and care the unfortunate animals contrive from repeated practice to scramble over them. It is however a circumstance, which I believe rarely occurs, that any load passes over the Portage without the horse sinking repeatedly so deep into the mud, even in the very driest season, as to render it necessary to unharness him for the purpose of enabling him to scramble out of it, which is generally done with the assistance of

SPECIAL COMMITTEE

than a few yards

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Verte, $9\frac{1}{2}$ miles gues in a direct oup, and every led, the Censif in repair the

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A. J. Wolff, the driver, who then unloads the vehicle, and puts all together again in the best way he can.

Esqr.
22 Decr. 1828

With respect to the Savane des Roches, which is logged from 900 to 1000 yards, should it be deemed advisable only to put it into a state of repair for the present mode of conveyance, the remedy to be applied is clearing out the ditches and replacing the worn out logs with cedars, but as Roads thus constructed are but bad at the best, the only effectual mode of making it good, is to take up the logs and sleepers and replace them with cedars laid flat on the ground, putting a second layer where necessary, and covering these up with mud taken from the ditches, then putting on a coat of gravel, of which there is an abundance, of very good on almost the whole of the Portage; taking care at the same time to make wide and deep ditches with drains and an outlet sufficient to convey the water off if possible; these drains and ditches should also be constantly examined to see that they are free from obstructions, and not left as they have been until there are large trees growing out of the middle of them. By this method, and a little looking after, I have no doubt that there are very few, if one, of the swampy parts of the Portage which may not be made sound and good; it would however be necessary in a few years to put more gravel on it. This method it must be admitted would be attended with a considerable expense, but when the importance of a good line of communication between the Provinces is taken into consideration, I cannot help thinking it would be much more advantageous than to make any temporary repairs by the plan at present adopted.

From near the 14th to near the 16th mile, or a space of about 2 miles, is almost one continued bed of solid rocks, extending such a distance to the right and left as to preclude a possibility of their being avoided; there does not appear any other method of improving the Road so as to make it practicable for wheel carriages, but that of widening the present tract by filling up the interstices or inequalities of the surface with pieces of rock of which there is an abundance lying about in every direction, and then putting on a layer of stone broken to about the size of an egg, covering this again with gravel whenever it can conveniently be procured.

From near the 16th mile to the River Saint Francis the side of the Mountain is in several places very steep and covered with rock, much of which should be moved off the road or be broken on it.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

A. J. Wolff,
Esqr.

22 Dec. 1828.

From the River Saint Francis to the Lake there are 8 or 10 ledges of rock running across the road which require blasting; these ledges are in general from 15 to 20 feet in length with an elevation of from about 30 to 45 degrees, which would make it difficult to get carts with loads over them; one of the pensioners at the River Verte being a minor and desirous of employment, it would only be necessary to provide him with tools, &c.

It might also be necessary to blast some of the largest of the detached rocks at present on the Road. From the River Saint Francis to the Lake Temiscouata the swampy parts are so numerous that it would be endless to attempt to particularize them; I must therefore beg to refer to my plan for their position, and extent, merely observing that the same method is recommended with respect to them as is pointed out for the Savane des Roches.

The bridges over the different streams crossing the road being of sufficient breadth and in very good repair, with the exception of a few rails and cross planks or logs, a very trifling sum would be required on that account.

The principal mountains are the one at the commencement of the Portage, the new Caledonian Hill, that on the eastern bank of the River Verte, both sides of the Saint Francis, the Grand Fourche and Mountains Buard, the whole of which require to have their steepest parts scarped so as to make it easy for loaded carts to ascend them.

Having measured the distance in a number of places between trees standing directly opposite one another, of apparently from 20 to 30 years growth, it appears evidently that this Road has not during that period been opened wider than from 12 to 15 feet, and as its general direction is nearly E.S.E. the rays of the sun can never assist in drying it, except for a short time in the morning, when they have the least power; the consequence of which is, that places which would be dried by a few hours exposure to the sun and wind are never free from moisture.

I should therefore beg to recommend as a preliminary step to any other improvements, that the bush along the whole of the Portage should be cut down to an average width of at least 30 feet, and every effort made to drain the water off.

And as a very considerable portion of the Road lies over a tract of gravel and rock which would not require to be more than from 15 to 20 feet wide, an additional breadth may be given to such of the swampy parts as cannot be drained, so as to allow the

SPECIAL COMMITTEE

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MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A. J. Wolff, Esqr. }
 22 Dec. 1828 } must however be admitted that the breadth proposed would not guarantee the Road from the effect of windfalls, which cannot be guarded against, except by giving the whole Road a breadth of at least 60 feet.

The expense of opening 30 miles to 30 feet wide, allowing 7 feet for the breadth of the old road, at 12 dollars an acre, and three of them to a mile, would not amount to more than £360.

I have put the extent to be opened at 30 miles, having deducted from the whole distance 5 miles for clearings, and the remaining 2½ miles for parts where the Road has been burnt.

The work proposed to be performed on the Road being of a nature totally different from any I have ever been employed on; I am unwilling to hazard an opinion as to the probable amount requisite to carry it into effect; but I should imagine it would require nearly a hundred pounds a mile on an average, or about £4000, which sum it is to be hoped would cover every expense, and make the Road a very good one.

From Long's to the Dégélé, 15 miles, there is only one stream of any consequence to be passed, which is called the Cabonot, distant one league; this stream is from 20 to 30 feet wide, with firm banks, and at this season is not a great depth, but in the spring and fall is said to be much increased by the waters from the mountains. At present this stream is passed over by means of a tree which lies across it; about three-fourths of a mile up this stream Long has a clearing of a few acres.

From Long's to Dégélé, a Road might be easily opened; principally along the top of the flat mountains which surround the Lakes passing in the rear and in the sight of Dall's House; were this portion opened, the whole line would be practicable for foot passengers to the Little Falls of the Madawaska, a new Road having been made from 12 to 14 feet wide, commencing at the Dégélé, and passing along the right bank of the Madawaska, terminates at the junction of that River with the St. John, a distance of about 30 miles.

From the commencement of the Madawaska settlement to the Church there is no road, with the exception of such detached portions as are left between neighbours for their mutual convenience, although the land is cleared on both sides of the St. John's River, with exception of the Indian reserve.

(Signed) A. ELIOT,
 Br. Major, 68th Regt.

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8th Regt.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

A. J. Wolff,
Esquire.

Lake Temiscouata,
19th February 1827.

22 Dec. 1826.

My Dear Sir,

I have postponed to write to you so long; I do not know which way to offer you my apology. The Curé, Captains Hebert and Bellefleur promised, *en passant*, they would send me in writing, to be forwarded by me to you, how much they do approve the improvement on the Portage Road done under your directions. Little can be added when I can assure you 330 loaded horses, chiefly wheat from Madawaska, have travelled this way since the 8th January, with at least twice the number of people, who had but one opinion in praising and wishing you future success.

This day week I had the misfortune to learn my mill at the Rivière des Caps, was consumed either by stupidity or negligence. This is the second grist mill the fire has devoured of mine since 2d Novr. 1826. I shall be happy to hear from you and learn of your return to this wild part next summer.

With sincere regard, I duly am,

My Dear Sir,

Your most obedt. servant,

ALEXR. FRASER,

J. A. Wolff, Esq.

Lake Temiscouata,
8th November 1828.

My Dear Sir,

Complaints on the Portage Road are multiplying, the Bridges, whose repairs were not renewed by you, are at present most impracticable.

Mr. Germain Dechêne, of the River des Caps, who has the contract of the Mail to Fredericton, has applied to Mr. Stayner, D. P. M. G. on this behalf.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE.

A. J. Wolff,
Esquire. I trouble you, my Dear Sir, so that you may petition for the necessary aid.

27 Dec. 1828. A Gentleman, (H. G. Deane, Esq.) left this two days ago on his return to the United States; he went only to the River St. Francis for, I suppose, to see the run of that River and report; therefore, I presume, until our boundaries are defined, Government will be loath to disburse for this communication—however the Portage is this time wretchedly bad. The body of a poor man was found by Mr. Dall's sons, about a mile below their house on last Monday, lying stretched on the beach, supposed by the people whom I called as an inquest, to have perished by wet and cold, as he had clothing barely to screen him from the rays of a warm sun. I expect people from Madawaska, probably will learn something respecting this unfortunate creature. Our conjectures are he was an Irishman, aged near 30 years: had a little thread, 4 needles, a thimble and Tailor's measure in his pocket, about one pound bread, a rag indicated he had been a tailor.

With due esteem, I remain,

My Dear Sir,

Your most obedient Servant,

A. J. Wolff, Esq.

ALEXR. FRASER,

William Henderson, Esquire, called in, and examined:

W. Henderson,
Esqr. Have you had occasion to direct your attention to the matter of internal communication in this district?—Since the year 1822, I have been actively engaged in forming a new settlement in the north-easterly part of the Township of Frampton, and in that part of Standon adjoining it. From this circumstance my attention has been particularly turned towards the subject of facilitating internal communication and the consequent settlement of the waste lands in the Counties of Dorchester and Hertford. My local experience is too limited to enable me to form any correct view of this subject in any other portion of the District.

22 Decr. 1828.

PECIAL COMMITTEE.

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Servant,

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EXHIBITING the annual and tot

YEARS.		For Public Farm, Mill and gener purposes.
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2d, period of the great- est cash advances } £863 19s. 9d.	1830	241 10
3d,	1831	75 5
4th,	1832	88 17
5th,	1833	78 0
6th,	1834	78 0
7th period of the total repayment of the ad- vances, with interest }	1835	78 0
8th,	1836	118 0
9th,	1837	Establishment of public farm clof.
10th,	1838	
11th,	1839	
12th,	1840	
13th,	1841	
14th,	1842	
15th,	1843	
Total Gain, £945 14s. 10d.		£1206 11
If Interest for the 14 years is calculated		

W. Henderson,
Esqr.
22 Decr. 1828.

Total

EXHIBITING the annual and total amount of CASH expended and

YEARS.	PAYMENTS.			
	For Public Farm, Mills, and general purposes.	For Settlers.	Totals.	From produce of Public Farm and Mills.
1st year suppose it to be 1829	448 19 0	292 16 3	741 15 3	33 0
2d, period of the greatest cash advances } £863 19s. 9d.	1830 241 10 0	32 16 0	274 6 0	119 1
3d, 1831	75 5 0	29 5 0	104 10 0	108 10
4th, 1832	88 17 6	12 0 0	100 17 6	143 10
5th, 1833	78 0 0	3 0 0	81 0 0	192 7
6th, 1834	78 0 0	3 0 0	81 0 0	201 7
7th period of the total repayment of the advances, with interest } 1835	78 0 0	3 0 0	81 0 0	386 12
8th, 1836	118 0 0	Locations of paupers discontinued.	118 0 0	486 12
9th, 1837	Establishmt. of public farm closed			Public farm & mill transferred to perintendent.
10th, 1837				
11th, 1839				
12th, 1840				
13th, 1841				
14th, 1842				
15th, 1843				
Total Gain, £945 14s. 10d.	£1206 11 6	375 17 3	1582 8 9	1671 10
If Interest for the 14 years is calculated upon the Loss and Gain respectively, t				

Total gain if Interest is calculated, £965

Amount of CASH expended and re-imbursed in settling 150 families of paupers.

EXPENDITURES.			RECEIPTS.			General Results.		
Settlers.	Totals.	From produce of Public Farm and Mills.	From the Settlers.	Totals.	Loss.	Gain.		
6 3	741 15 3	33 0 0	Nothing.	33 0 0	708 15 3			
6 0	274 6 0	119 1 6	ditto	119 1 6	155 4 6			
5 0	104 10 0	108 10 6	ditto	108 10 6	Advances for the settlement. cease here.	4 0 6		
0 0	100 17 6	143 10 0	ditto	143 10 0		42 12 6		
0 0	81 0 0	192 7 0	25 6 0	218 3 0		137 3 0		
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Losses and Gain respectively, the difference is £20 3s. 10d.					730 8 6	750 12 4		
Interest is calculated, £965 18s. 8d.					1594 8 3	2560 6 11		

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A. J. Wolff,
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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

Have you ever had occasion to consider this matter in its relation to and connexion with the establishment of new Settlements?—I have very lately directed my whole attention to the subject of internal communication in its relation to and connexion with the establishment of new Settlements. The results of my experience and enquiries has been collected in the form of a paper with the requisite tables and proofs, which has been submitted to the Society of Arts and Sciences. The annexed table is a summary of the whole, from which it appears that in 7 years 150 poor families may be settled on the waste lands by a loan of a sum under £900, to be repaid in the course of six years, and that it is highly probable a gain of £900 or upwards would revert to the public by the transaction, exclusive of the value of the lands settled. This is to be produced by furnishing labour to the new settler on the spot, without charge to the public, and without the necessity of undertaking any public works for this end.

W. Henderson,
Esqr.
22 Decr. 1828.

What are the Roads which in your estimation it would be most expedient now to cause to be opened?—Before mentioning *new* Roads, I beg to be permitted to say that the improvement of Craig's Road and of the Kennebec Road, are objects of much importance to this District; but I am of opinion that no outlay on these Roads can be permanently advantageous, until a sufficient number of Settlements are established upon them to keep up repairs. Unoccupied Lots upon the Road should be generally taxed to maintain their respective portions of the Road in good repair, and lands in the vicinity likely to be benefited by these grand lines of communication ought also to contribute, although in a minor proportion. A new Road from St. François on the Chaudière towards and along the southerly bank of Lake St. François, and thence following the outlet thereof to Sherbrooke, would be found advantageous in promoting the settlement of a large tract of what is generally believed to be good land; and would moreover open a direct communication between Quebec and the capital of the new district. I state this however with some little hesitation, as the *locale* of this part of the country is to a great extent unknown. To the eastward of the Chaudière, particularly in the Counties of Dorchester and Hertford, the country has been to a considerable extent accurately and even minutely surveyed as far as the heads of the waters falling into the Saint Lawrence. I can therefore state my opinion more decisively as to what new Roads ought to be opened in that quarter.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE.

W. Henderson,
Esq.

29 Dec. 1890.

The first in importance is that which has already been traced by Mr. Ware (in 1825) by order of Government, commencing at No. 14 in the 9th Range of Frampton and ending at the River St. John, where that important stream first becomes navigable. To understand this the better I have annexed a small sketch of this proposed Road with the adjacent countries; Although roughly executed it will be found sufficiently accurate to enable the Committee to form an opinion of the importance of the proposed Road. When Mr. Ware run this Road, he was anxious to take the most direct course, although in its progress through the Township of Standon it passes through lands that cannot be cultivated. For this reason I traced a line from the easterly angle of Frampton close to the Cranbourne side of the boundary between that Township and Standon, through excellent land as far as Lake Etchemin, which offers a situation for settlement not perhaps equalled by any unsettled part of the district. I would therefore recommend deviating from Mr. Ware's line at the northerly angle of Cranbourne, and follow that which I have traced as far as the aforesaid Lake, where the Road may end for the present. The total distance I propose opening on this Road would be 14½ miles. The next Road I should recommend is from the Seigniorie of St. Joseph through Cranbourne, between the 7th and 8th ranges until it intersects the one from Frampton, 1½ mile north-west of the said Lake; this Road would be about 12 miles in length. And two other Roads of 9 or 10 miles each, one from the advanced Settlements in the River du Sud towards the source of the main branch of that River, and one between the River Ouelle and Kamouraska towards the sources of the River Ouelle, provided that these last mentioned Roads can (from the information of persons better informed than I am) be undertaken with the same absolute certainty of thereby causing immediate settlement to take place, as I can vouch for being the case with Cranbourne and Frampton.

Be pleased to state your grounds and reasons for recommending the opening of these Roads, their relative importance, the effects which they would be likely to produce upon new Settlements, and their probable expense?—My reasons for recommending Roads to be opened at the public expense at the Rivière Ouelle, Rivière du Sud, and through Cranbourne and Frampton to Lake Etchemin, are:—In the first place, the speedy and general improvement of the most valuable portion of the district of Quebec, which can only be effected by the opening of

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

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new Roads in various directions. The old Seigniories have be-
come so very populous that very little land remains in any of
them to be granted. An immediate influx of native popula-
tion may confidently be expected to take place in the waste
lands, in rear of the seigniories, the moment these lands are
offered for settlement and Roads to them opened. It may with
all safety be computed, that at least 20 families per annum will
be induced to settle on each of the Roads I have proposed:
as a double advantage is opened for indigent persons (as almost
all new Settlers are) viz.: a good road to their location, and
work upon that Road to enable them to purchase provisions while
their own lands are unproductive. The difficulties experienced
in settling the Kennebec and Craig's Roads, viz.: their extreme
remote situation from old Settlements, will be avoided in these
I have proposed, as all of them are in the immediate vicinity to
thickly settled portions of the District. By opening these Roads
and effecting settlements on the adjoining Lands, three great
points will be established ten miles in rear of the actual settlements,
which by spreading will become connected with each other, and
in the course of a very few years effect the settlement of the whole
tract immediately in rear of the Seigniories from the River Chau-
dière to the River du Loup, while at the same time they will form
advanced positions, ready to push further Settlements into the
extensive and valuable tract of country watered by the River St.
John. In a political point of view the advantages to be reaped are
still more important. It will be found connected with the direct
interest, nay further, perhaps even the future safety not only of
the Province but even of the whole of British America. The dis-
ferent points I have proposed carrying these Roads to, are within
two or three miles of the boundary claimed by the United States.
If that boundary should happen to be conceded to our grasping
neighbour, it is quite obvious that the immediate occupation of
the country laying between it and the Saint Lawrence by British
Subjects, becomes an object of vital necessity, for from the densi-
ness of a loyal and hardy population alone, can the slip of ter-
ritory remaining to us, be retained from further encroachment,
even in time of peace. On the other hand should Great Bri-
tain be successful in retaining the immensely valuable valley of the
St. John; by immediate and actual possession alone, can we hope
for its ultimate annexation to Canada; and to effect this we must
be previously prepared by opening direct communications to the
River Saint John at several parts, with all convenient speed. In
either case, therefore, whether the disputed territory is retained

W. Henderson,
Esquire.
27 Dec. 1828.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

W. Henderson, Esqr. or wrenched from us, it is obvious that our future safety and welfare depends upon settling the intervening country as soon as possible. The probable expense of these Roads must of course depend upon the manner in which they are to be opened; and the portions immediately joining the present Settlements will probably cost somewhat less than what is further off. I should propose that the Roads I have proposed to be opened and made passable for carts, ten feet wide, with a quarter of an acre of the wood chopped on each side, the total expense of which will not exceed 17s. 6d. per arpent, or £24 10s. per mile, to which must be added £5 10s. per mile more for bridges, and unforeseen contingencies, in all £30 per mile. The cost of the four Roads would therefore stand thus:

That from Frampton to Lake Etchemin,	14½ miles,	£435
from St. Joseph to Lake Etchemin	12 do.	360
from River du Sud,	9 do.	270
from River Quelle,	9 do.	270
		<hr/>
	Total,	£1335

But it would not only be unnecessary, but even a disadvantage to expend the whole of this sum in one year: for if the Roads are opened faster than the Settlements progress they will be liable to get choked up again with young trees and weeds. In 1829 I would propose that the whole of the Roads should be opened as a Bridle Path or Winter Road, which would enable settlers to make the better choice of Lots; and in addition to this about two-fifths of the Road completed in the way I have proposed; this would require one half of the Sum appropriated. In 1830 another quarter might be expended, and in 1831 the remainder, by which time, on the Frampton Road at least, and I fully believe on the other three, sufficient lands would be occupied to maintain the Road in repair according to Law. I am particular in recommending the Road to Lake Etchemin. The Lands surrounding that beautiful sheet of water are of the most excellent quality; and from its central situation could not fail, when occupied, to have the effect of spreading extensive settlements on all sides over a large tract of most valuable land, which cannot be so readily approached in any other direction. A village established on this Lake (which is deep and navigable) in the direct Road to United States and the Lower Provinces, would possess advantages not inferior to any other in the whole district.

SPECIAL COMMITTEE

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1 1/2 miles,	£435
2 do.	360
9 do.	270
9 do.	270
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Total,	<u>£1335</u>

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

What would be the effect of this outlay of the public capital upon the poorer classes of persons resident in the country Parishes; might it be so done as to furnish a fund out of which these poorer classes would be enabled at once to supply themselves with seed wheat in the spring without any public loan for that purpose?—The outlay of the small sums I have proposed would as far as they go, be of the most vital importance to the poor inhabitants of the adjoining Parishes. In Ste. Claire (which joins Frampton) I speak from personal observation and knowledge of the fact, the utmost distress actually exists from the partial failure of the wheat crop last year, and an entire failure this; scarcely one in twenty have reaped the amount of seed they sowed; and I feel quite certain that not less than 70 or 80 families in this Parish alone will be utterly destitute before the spring, and of course entirely unable to sow any crop whatever without liberal assistance. I am most decidedly of opinion, that the very best way of relieving this distress, will be that of affording such as require it labour on the spot. Want of markets in distant parts of the country for bulky articles of produce operates as discouraging extensive exertions in farming. Opening new Roads will indicate accessions of new settlers, who must necessarily, at least for the first year, depend upon their next neighbours for provisions: this will stimulate exertion, while an unqualified donation might have a quite contrary effect. There can be no doubt but that the Sum I have proposed to be expended in 1829, on the Road from Frampton to Lake Etchemin, viz: £217 10s, could most easily be created into a fund for relieving the poorer inhabitants of the Parish of Ste. Claire, and providing them with seed wheat and other seed corn. I will not however venture to assert that this sum will be sufficient for all who may need assistance in that Parish; but if to it is added the sum petitioned for by the Settlers in Frampton, to build a free bridge over the Etchemin in the immediate vicinity of St. Claire, there will be enough. It is particularly desirable on this head that whatever money is granted in aid of that bridge should be voted on the single condition that no toll should be exacted, and that it should be built next spring and summer, in order that the indigent inhabitants in Ste. Claire might be employed in the months of February and March in getting out the timber; this indeed ought to be a special condition in the grant. If it is stipulated as a preliminary step that the bridge be homologated in order to provide legally for its future maintenance in repair, (an object the peti-

W. Henderson,
Esqr.
22 Dec. 1828.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

W. Henderson Esquire. tioners will not fail to do without compulsion) the next season will be lost before the form can be gone through; and a most important benefit drawn from the necessitous poor. No work of any consequence could be performed on the proposed Road previous to the sowing season; therefore whatever portion of this sum might be allowed in order to procure seed, must be almost all in advance; and it will not be safe to calculate at more than one third or at most one-half of the sum appropriated for the Roads, or for the bridge, as set apart to purchase seed grain, for the labourers must have provisions furnished for themselves and families while working as proposed.

22 Dec. 1828.

Be pleased to state practically and in detail the process by which you think this might be effected?—In answering this I shall confine myself to the money proposed to be expended in Frampton in order to assist the poorer inhabitants of Ste. Claire; of course it will equally apply to the other Parishes. In addition to the Commissioners whom His Excellency the Governor might see fit to appoint to carry these objects into operation, it would be necessary to name some respectable person residing near the place where the Roads, &c. are to be opened, and if possible interested in their progress, to superintend the work; and also the Curé of Ste. Claire to distribute the seed grain and recommend such as he might think the most likely to want employment as the means of paying for it. The Commissioners resident at Quebec would have to lay out one half of the money in grain for seed, reserving the remainder for the purpose of purchasing provisions and paying the transportation, with a small reservation in cash for paying the overseer to see the work properly performed, which the superintendant could not be expected to do at any considerable distance. This latter object, transportation of seed and provisions, should be exclusively given to such of the more necessitous poor in Ste. Claire as were possessed of a horse. Provisions cannot be purchased in the Parish, consequently it is an object to the poor to have it provided for them on the spot, and as such much more acceptable even with the most dissipated and thoughtless than even money itself. All the work would of course be performed at so much an acre for Roads, so much for Bridges or other work, and when finished, a note from the Superintendent would enable the labourer or workman to settle with the Curé for the advances made to him, or provisions required while performing the work.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

Tuesday, 23d December, 1828.

François Doyon, of the Township of Tring, on the west of *Fran. Doyon*, the River Chaudière, in the rear of the Parish of St. François, being called in, informed Your Committee; That he has resided in this Township since the month of March last; that there was a Road opened commencing at the second Concession of the Seignior of Saint Francis or Vaudreuil to the west branch of the River nearly opposite his residence; that this Road can be considered more as a winter road than as a road for wheel carriages; the trees have been felled to the breadth of about twenty feet through the whole length of the Road, but in the rainy seasons, the Spring and Fall, it becomes impassable, and even in Summer; that there are several inhabitants residing in the Township of Tring; that they have but lately settled there; that they have not the means of completing the Road on account of the labour; that they should have to cut through the standing wood to arrive there; that this Road in part crosses the *De Léry* Seignior, and this Seignior will do nothing because he is not obliged by Law; that the inhabitant on whose land this Road was made has stopped it up, so that they have no means of passing; that by the distance he is obliged to go round he has ruined his horses; he therefore prays in his name and in the name of the persons settled in the said Township that some remedy be applied to this evil, either legalizing the said road, or granting a pecuniary aid to have it made; that the want of a sufficient Road very much delays the settlement of this Township: several inhabitants wish to settle themselves there, but are prevented on account of the bad roads.

Augustin Bolduc, of the same place, being called in, and the testimony of *François Doyon* having been read to him, he concurred therein; and states further: That there are thirteen Settlements in the Township of Tring, three of which actually reside there; that they are two leagues and three quarters distant from the old Settlements; that the lands are three acres in front by 80 in depth—the lands on which they are settled belong to them, they have deeds of concession; they pay for the lands 450 for 90 acres; they do not pay the legal interest on this Sum.

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Aug. Bolduc,
23 Decr 1828.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Aug. Bolduc. they pay 15s. for the first five years, and the interest augments
 22 Dec. 1828. 15s. every five years till it amounts to the legal interest. The
 rent is always redeemable by paying the capital, and they con-
 sider themselves the real proprietors of the said lands.

Jean Veilleux *Jean Veilleux*, Farmer of Saint François, Nouvelle-Beauce,
 and Proprietor of Land in the Township of Triug, being called
 in; and the testimony of François Doyon having been read to
 him, he concurred therein.

F.X. Verrault *François Xavier Verrault*, Esquire; Notary Public, residing at
 Esqr. St. François, Nouvelle-Beauce, having been called in; and the tes-
 timony of François Doyon being read to him, he concurred
 therein, and further stated, that it would require from £300 to
 £350 to make the Road mentioned; that the people are willing
 to keep it in repair, and that they are obliged by their deeds to
 give one day's work for each farm on this Road for five years.

Friday, 26th December, 1828.

William Henderson, Esquire, again called in; and examined:

W. Henderson, After the opening of new Roads, what means do you know of
 Esqr. keeping them in repair, and if you do not know of any what are
 26 Decr. 1828. the means you would suggest?—In the lands which are granted
 the Grantees are obliged to keep the Roads in repair. The Roads
 from Frampton and from St. Joseph to Lake Etchemin are ver-
 balized, and of course means provided thereby for their future
 maintenance. On the Crown Lands measures should be taken
 to provide for their being sold, in order to bring the act of ho-
 mologation into operation so far as regards the ungranted lands.
 The Road from River Ouelle and that from River du Sud, as
 they pass partly through the property of private individuals, and
 partly through Crown Lands, the grants should be conditional—
 that both of them should be homologated according to Law in
 order to provide for their being kept in repair after they are
 made.

SPECIAL COMMITTEE

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

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Are there any parts of the country through which you recom-
mend Roads to be made, that it would be advantageous to explore
with this view before coming to any final determination upon
their expediency, and also to ascertain the expense of opening
such Roads. That part of the Counties of Dorchester and Hert-
ford through which the Roads I have more particularly recom-
mended, would pass, viz. : from Frampton on the Etchemin, and
from St. Joseph on the Chaudière to Lake Etchemin, has been
very accurately and even minutely surveyed within a year or two
back, as may be perceived by the plan annexed to my evidence
taken on the 22d instant, and the countries through which the
Roads from River du Sud and River Ouelle would pass is also
sufficiently known, to render any previous survey unnecessary for
the short distance the Roads are intended to extend into the
interior. These Rivers, viz. : the Etchemin, Du Sud, Ouelle
and also the Du Loup, communicate with the waters of the
River St. John by short portages, which have been known and
frequented from the earliest periods of the colonization of Ca-
nada. The maps published by Bellin, Engineer in the French
marine, and also Mitchell's map, prove that these Portages were
commonly used nearly a century ago, and even to this day the
New-Brunswick Indians visit Quebec by the same routes. But
this is the only portion of the district, where new Roads are par-
ticularly required, that, as far as I am informed, is sufficiently
known by any actual scientific investigation, to enable me to re-
commend any *immediate* expenditure of public money upon *new*
Roads, without the advantage of a previous survey. It appears
to me that in projecting new Settlements, or opening any ex-
tended Roads of communication between those that actually exist,
the first point of departure is a competent geographical and geog-
nostical knowledge of the country intended to be improved: with-
out this preliminary information, little worthy of legislative inter-
ference, can be effected in a general way. Money may be very
judiciously appropriated towards opening new Roads for a short
distance, at different points from the more distant settlements, in
detached parts of the country, such as those I have recommend-
ed. But no grand highways of general communication between
these isolated settlements, no *back-bones* of internal thorough-
fare (if I may be permitted to use the expression) can be at-
tempted with any certainty that the money expended will be
applied to the best advantage. For the little geographical know-
ledge we actually possess of the country, it is greatly indebted to

W. Henderson,
Esqr.

26 Decr. 1828.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

W. Henderson,
Esqr.

26 Dec. 1828.

Colonel Bouchette, a gentleman, for whose professional talents and public zeal I entertain the very highest respect. His valuable map of Lower-Canada reflects great honour upon his native country, and I will venture to assert that his statistical work now in progress will do him equal credit. In common with many others, I deeply regret that his patriotic exertions have been so little beneficial to himself: I sincerely hope that the Legislature will embrace the opportunity now offered to reward him handsomely for his very splendid map, and at the same time secure the publicity of his valuable statistical work, with a new and correct addition of his Atlas, as an important desideratum to the subject in question. But the most scientific geographers, can effect little more than compile and arrange general maps from the materials and information of the practical performer in the field— if the labours of the latter are defective, or if large spaces of territory occur where no surveys have ever been attempted, the works of the man of science must unavoidably suffer from circumstances over which he can have very little control. Colonel B.'s map of 1815 is, so far as any information is given, most correct, even to minute particulars; but it is to be regretted that great spaces in the townships, and even the greater part of the seignories, are almost blanks, from a deficiency of matter to give correct information;—and moreover, a great many of the earlier surveys performed, or more correctly speaking, said to be performed in the Townships, are utterly unworthy of confidence— Since this work has been given to the public, the indefatigable author has collected a vast mass of information as well from his own observations as from those of his talented family, and other sources, which would render a new edition incomparably more valuable than that compiled nearly 15 years ago. But still a great deal remains to be done—few of our numerous rivers have been accurately surveyed, and many not even explored, even as to their general course; of none do we possess any correct information respecting their magnitude in volume of water, or obstructions to navigation. A very small sum of money judiciously applied, by persons anxious to obtain the most information for the least expense, would furnish all the general information required on this interesting subject. If I might be permitted to suggest any measure not immediately within the scope of the queries proposed to me, I should recommend that a small annual grant might be placed at the disposal of the Society of Arts, for the express and sole purpose of encouraging winter surveys, and summer exploration of

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

a few of the more important streams in the Province. It is highly probable that in the course of a very few years we should, by this measure, be put in possession of the general course of all the principal Rivers in the country, and at an expense, perhaps not exceeding one quarter of the cost of effecting it in any other way. I am confident that during the dull season of winter, many enterprising young men, every way qualified for the undertaking, and even professional Surveyors, would be found eager to get themselves noticed in this way, who would not expect any remuneration beyond their bare expenses. If aided by the unemployed Engineer or Naval Officers, (at a season when their services could not otherwise be required) in the astronomical department, much, very much would be effected, at a small cost to the public. Tolerably accurate surveys, and statistical information respecting the undermentioned Rivers in particular, are very much wanted:

W. Henderson,
Esqr.

26 Dec. 1828.

- The Gatineau and three or four other large feeders of the Ottawa River, of which we have not even the slightest acquaintance beyond the fact of their existing.
- The Ottawa itself above the junction of the Madawaska as far as Lake Temiscaming.
- The Head Waters of the L'Assomption and Masquinongé.
- The St. Maurice.
- The Batiscan.
- The Ste. Anne.
- The Jacques Cartier.
- The Montmorenci,
- The Ste. Anne of Northumberland and the Gouffre on the north side, and
- The upper part of Yamaska.
- The St. Francis, particularly from Sherbrooke to Lake St. Francis, and that Lake itself almost unknown.
- The Nicolet, which is imperfectly unknown.
- The Bécancour, hardly known at all.
- The Great Branches of the Chaudière, particularly the River Beauvillage and Bras du Sud, which last River traverses a tract of fertile country almost totally unknown to any but the Indians.
- The Rivière du Sud.
- The Rivière Ouelle.
- The Rivière du Loup;
- And last, but not least, the magnificent River St. John, and its many Branches and Lakes.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

W. Henderson, Esquire. Similar encouragement might be given towards obtaining Geological Reports. The valuable documents in this Department, furnished by the Saguenay expedition, are splendid proofs that there are men in this country every way qualified to afford the public all the information required on that head—if facilities are offered for employing their talents, such as that above-mentioned.

26 Dec. 1828.

Are the Lands through which these Roads will pass, free and common soccage Lands or seigniorial Lands?—The Road that I have recommended from Frampton to Lake Etchemin, has been, as I before mentioned, traced by order of Government, with the intention of becoming a grand communication from Quebec direct to the River St. John. About one half of the land it passes thro' is private property, held by one or two considerable landholders by very recent grants in soccage tenure—the remainder is thro' ungranted Lands in Cranbourne, no portion of it goes thro' any Crown or Clergy Reserves. The Road from St. Joseph to Lake Etchemin; is intended to pass thro' 9 miles of ungranted Lands in Cranbourne, the remainder of its proposed extent is thro' lands belonging to one proprietor, half of it in the Seigniority of St. Joseph. The Road from Rivière Ouelle will pass through a seigniority one half of its length, the remainder thro' ungranted Lands. The Road from Rivière du Sud, partly through the Fiefs of Lepinay and Ste. Claire, and remainder on Crown Lands in Ashburton.

Would it be reasonable to expect that such proprietors would contribute to the expense of the Road?—To this I can only answer as far as myself am interested; that all possible exertions are making to open other Roads than those here proposed, which would absorb all the means I can devote to that object, especially when it is considered that the influx of Settlers, that will be occasioned by opening the Roads proposed, will require heavy advances in provisions and necessaries to support them the first year. Upon this head I may also be permitted to remark that since the commencement of our Settlement in 1823, we have opened or been the cause of opening, at private cost, upwards of 14 miles of good Roads in a country until then entirely unknown, and that we have not had a single penny of the public money, either from that voted for internal communications in 1816 or from any other source. I may add, neither countenance nor en-

SPECIAL COMMITTEE ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

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duals, through portions of whose lands the roads I have proposed
may pass, I should say that all of them are using their utmost en-
deavours towards opening Roads and settling their lands, and that
any further outlay on their part would be impossible, especially
when it is considered, that the Roads will be undertaken for
public benefit alone, and without any consideration for private
interests; but all reasonable facilities to settlers on the Roads so
far as they pass over private property may be relied on, both as to
the terms of settling the lands, and assistance afforded to the
nedy.

What would be the operation of the late order for the sale of
Crown Lands upon the projected settlement upon these Roads?
—If the late arrangements respecting the disposal of the Crown
Lands are liberally construed, I am of opinion that the result
might operate favourably towards effecting their Settlement. If
lots of not less than 1200 acres are from time to time offered for
sale, in such parts of the country as applications may be made
from, and where appropriations of public money has been made
for the conditional opening of Roads when the lands are sold, I
am of opinion that respectable purchasers would be found, who
would of course be interested in the immediate settlement of the
lands so acquired; but in the way that arrangement has been
hitherto acted upon, nothing good can be expected. I conceive
so far from this, that it must eventually extinguish every at-
tempt at any thing like extensive settlement. In the new
system, as well as the one it supplants, it appears to be a
summe qua non, that no lands should be disposed of to any person
that are able either to improve or pay for them. Lots of one
and two hundred acres can suit none but the actual cultivator.
Experience has proved that actual Settlers can not be found among
persons possessing the means of living out of the woods; a new
Settler, so far from being able to purchase the land he improves,
cannot even pay the most moderate rent for many years, and to
succeed at all must moreover have assistance either in provision
or labour on the spot, for the first year at least. If lands are to be
sold (and which the propriety of may be doubted) it ought to
be in large blocks worth the attention of monied persons. I think
however the better and wiser plan would be to grant all the lands
gratis, on condition of effecting certain ameliorations in a given time,

W. Henderson,
Esquire.
26 Dec. 1824.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE.

W. Henderson,
Esqr.

26 Dec. 1828.

It may however be observed, that no one system can be adopted, that ever will be successful, put into operation in all parts of the Province so extensive as Lower-Canada, and possessing such varieties of soil and climate. Soccage Tenure may perhaps answer the purpose of Landholders in the more fertile upper districts, but feignorial grants are a one suited to our portion of the Province. As for the present pedlar system of offering hundred acre Lots of Land, in the Townships, for sale among the *habitans*, so far as getting rid of a few of the most valuable Reserves, intermixed in the older Township Settlements, at about a quarter of what they are worth, can be deemed advantageous,—the measure may that far be successful—but in any other view it does not require the gift of prophecy to foresee its complete failure. So far as its operations have hitherto extended, I have known cases where lands worth 10s an acre were put up and sold for 2s, while other lands in the neighbourhood not worth one quarter of what was sold for 2s could not be had under 5s—of course all the first sold, but not an acre of the last. The places chosen for the sales were equally absurd as the valuation put on the lands. Instead of putting up the Lands at Quebec, Montreal, or even Three-Rivers, where they might expect competition among the bidders, out-of-the-way country places are chosen, at some of which not one single soul appeared at the sales, while at others the lands were adjudged to the first and only bidders. In this district not an acre was sold to the actual Settler, although every means were taken to compel them to become the sole purchasers. So far as this part of the Province is concerned I think, that the ultimate and only result to be anticipated by this new arrangement, as it is called, will be that of depriving the native inhabitants and poorer class of emigrants of the means of obtaining any part of our extensive waives to cultivate for their support; while the insignificant sums obtained from the few sales, that may now and then take place, will not pay the expenses of effecting them.

Jean Baptiste Fortin, Esqr. one of the Knights representing the County of Devon, called in, and examined :

J. B. Fortin,
Esqr.

26 Decr. 1828.

Do you know the Lands in the County of Devon, their proximity to the Rivers, and whether there are sufficient young persons to settle them?—I particularly know all the Lands conceded, they generally are susceptible of being settled; and there are more

SPECIAL COMMITTEE.

OX-ROADS AND OTHER INTERNAL COMMUNICATIONS:

system can be adopted, in all part, of the possessing such variety perhaps answer the upper districts, but of the Province. hundred acre Lots of the habitants, so far as Reserves, intermixed with a quarter of what is,—the measure may it does not require the failure So far as known cases where for 2s, while other quarter of what was urse all the first sold, en for the sales were ds Instead of put- even Three-Rivers, the bidders, out-of- which not one sin- the lands were ad- district not an acre means were taken to So far as this part e ultimate and only ent, as it is called, and poorer class of t of our extensive e insignificant sums and then take place,

ts representing the amined :

Devon, their proxi- efficient young per- the Lands conceded, and there are more

than enough of young persons to settle on them. The greater part of the lands and the 4th range in particular, generally belong to persons settled near the Saint Lawrence, who cannot settle there at present because they draw their fuel and the necessary food for their lands, from there. In preserving those which are susceptible of cultivation it is always with the intention of their serving hereafter to settle their children, but as to the adjoining Lands, they are separated by a chain of mountains which run almost from one end of the county to the other; the Lands adjoining these mountains in the rear are in some part of a very good soil, and produce fine timber, but there are great parts, particularly the adjoining Lands, that are very mountainous. I have not a perfect knowledge of the Lands distant from those mountains. From such information as I have, the greater the distance from the rear of the lands, the better adapted are they for Settlements, particularly near St John's River. As to the Rivers; the River called Bras St. Nicolas runs through all the Lands of the county, the south-west part of the Parish of St. Thomas excepted. This River is of considerable extent, but I do not believe that it could ever be improved so as to bear vessels, and the reason is that its outlet into the Saint Lawrence is a fall which is an insuperable obstacle. Following its course towards the rear of the Lands, it becomes crowded with rocks and rapids, but it may serve, as it has frequently done, to float timber, that is to say, saw logs. Timber has already been floated on the River nearly down to the mills, but I do not know its head. The same may be done on the south River, but I have no knowledge of the part which is in the interior. The same obstacles exist respecting this River as respecting the River called the Bras St. Nicolas.

Can you name any person in Town who might give information respecting the Lands of this County?—I know of no other than Mr. Bouchette, Junior, who surveyed those Lands last year. For my part I derive my information from old persons, most of whom are dead, and were in the habit of shooting there, but the game being destroyed, the place is no longer resorted to by young persons.

Might not the River du Sud and the Bras St Nicolas be rendered navigable, and at what expense?—I believe that some parts of the Bras St. Nicolas might be improved, so as to bear

J. B. Fortin,
Esqr.

26 Decr 1828.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

J. B. Fortin, canoes or boats, but I believe that there would always be some impassible parts, such as the fall at its outlet.

Esqr.
23 Dec. 1823.

What parts of the ungranted Lands of the Crown in your County would, in your opinion, be most fit for Settlements for young persons, and what Road would be necessary to give them access to that place, and what would such a Road cost?— I believe that the part most deserving of attention is that near St. John's River. It would be expedient that the Settlements be along the River, where there is a tract sufficiently extensive to justify the expense of making a Road thither. I have always heard old people say, that the distance from the River to L'Islet, was from 20 to 25 leagues, but at present it is said that there is not more than from 12 to 15 leagues, but these old people will not believe it. The most proper place that I know of is in the valley between the mountains opposite the Church of L'Islet. It is very easy to cross these mountains, for in the inter-sections of the mountains there is a space sufficient for a commodious road, by making a circuit of about six arpens, and that circuit once made, no similar impediment afterwards occurs in a considerable distance. I know of no impediments in the interior, but I have heard from hunters that there was no insuperable obstacle to attain Saint John's River; I think that such a Road would cost about £100 a mile.

Saturday, 27th December 1828

Jean Baptiste Bournival, of the Parish of Rivière du Loup, called in; and examined:

J.B. Bournival Have you had any and what means of becoming acquainted with the new Settlements in the Township of Caxton in the rear of Point du Lac and Machiche, in the District of Three-Rivers? I have had opportunities of becoming acquainted with the Township of Caxton, by having done work at different places in the said Township. I have also been all over the said Township.

When was this Township first surveyed? when were the Settlements first commenced? what is the number of actual Settlers at present?—The Township was surveyed 3 or 4 years ago.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

JB. Bournival inhabitants in the 7th and 8th Ranges, and the length of new road to be made to meet the Road to the Forges would not be more than one league, and the whole distance to Three-Rivers not more than seven leagues and one half. The land is swampy as far as the Road to the Forges; this would cost about One hundred pounds: but to carry the Road as far as the Settlements actually commenced would cost more, without giving the inhabitants the means of communication with the neighbouring Parishes, or with the navigation of the Rivière du Loup.

27 Dec. 1828.

What is the amount of clearings in the said Township, the number of Houses, &c. ? Be pleased to give the Committee any statistical information you may have concerning the said Township ?—Thirteen Lots opened are partly cleared; Six or seven houses, and several barns.

By what description of Settlers was the said Township first settled ? What is its present population ? What is the state of their pecuniary means ? and by what circumstances have these means been advantageously or disadvantageously affected ?—Principally by Canadians; there are but few persons now resident there; the year being bad, even the inhabitants of the upper settlements of St. Joseph adjoining the said Township, as well the greater part of those of the Township itself, have been forced to leave the place for the present.

In what quantities are the lands of this Township distributed ?—The Lots are 6 arpents or thereabouts by 20 arpents.

Monday, 29th December 1828.

Mr. David Grant, of Three-Rivers, called in; and examined:

Mr. David Grant, Have you had any and what means of becoming acquainted with the new Settlements in the Township of Caxton in the rear of Point du Lac and Machiche, in the District of Three-Rivers ?
 29 Dec. 1828. —I have been in the Township of Caxton several times, but cannot say that I have any particular acquaintance with the Settlements or the Townships.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

When was this Township first surveyed? when were the Settlements first commenced? what is the number of actual Settlers at present?—It was surveyed in 1824, and the Settlement first commenced in 1825, but I have no knowledge of the number of actual Settlers at present.

Mr. David Grant,
29 Decr 1838.

What was the state of the communications to that Township when this settlement was first commenced? Had the new settlers any obstacles to encounter in this respect? Have they been in whole or in part surmounted, and by what means and to what extent?—The communication for about 8 or 9 miles to the Township was by the upper part of Machiche through the woods, the obstacles were a great number of deep gullies which crossed the path, these obstacles have in part been surmounted by making bridges at the bottom of the ravines, and clearing a Road a considerable way into the Township.

Are there any and what water communications between this Township and the River Saint Lawrence or the Saint Maurice; and what is the distance of this Township from these Rivers respectively?—This question I cannot answer from my own knowledge. The distance to the Saint Lawrence may be about 18 miles.

Could the inhabitants of this Township communicate more shortly with Three-Rivers by a Road striking the Forges' Road, and if so, describe the same, particularly the nature of the country through which such Road would pass, and the probable expense thereof?—I am equally incapable of answering this question, but it is supposed the communication would be shorter (not with the actual Settlement) but with some of the back ranges.

What is the amount of clearings in the said Township, the number of Houses, &c.? Be pleased to give the Committee any statistical information you may have concerning the said Township?—I cannot say, I am not sufficiently acquainted with the Townships to afford the Committee any particular account of it.

By what description of Settlers was the said Township at first settled? What is its present population? What is the state of their pecuniary means? and by what circumstances have these

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Mr. *David Grant* means been advantageously or disadvantageously affected?—Principally by Officers and Privates of the Militia.

29 Dec. 1828.

In what quantities are the lands of this Township distributed?—In quantities not less than 100 acres to Settlers, and not more than 1200 to Officers: Captains have 800; Lieutenants and Ensigns 500 each.

Andrew Paterson, Esquire, called in; and examined:

Aw. Paterson Esqr. Have you had any and what means of becoming acquainted with the new Settlements in the Township of Caxton in the rear of Point du Lac and Machiche, in the District of Three-Rivers?—I was up at the Township of Caxton in September last, to visit my land and improvements.

20 Dec. 1828.

When was this Township first surveyed? When were the settlement first commenced? What is the number of actual settlers at present?—I believe it is four or five years since this Township was surveyed, soon after the Survey was finished, the Settlement commenced: of resident Settlers, there are I believe about 12 families, consisting of upwards of 30 persons.

What was the state of the communications to that Township when this Settlement was first commenced? Had the new settlers any obstacles to encounter in this respect? Have they been in whole or in part furmounted, and by what means and to what extent?—When the Settlements were first commenced the only way of reaching the Township was through the woods, which greatly retarded the Settlement of the Township. *Sueton Grant*, Esquire, the Agent, and some others, have got a Road cut thro' the woods, but as the stumps are still standing, it is a very bad route, and it is with difficulty that a cart can reach the Settlement; this Road, I think, goes to the first, and probably up to the second Concession.

Are there any and what water communications between this Township and the River Saint Lawrence or the Saint Maurice; and what is the distance of this Township from these Rivers respectively?—A Road might be cut through to the Rivière du Loup or the Saint Maurice, which would enable the Settlers to reach the

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

SPECIAL COMMITTEE

ageously affected?—
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Saint Lawrence with rafts or boats from either of these Rivers; the River Machiche runs through the Township, but it is not navigable even for small boats. From the best of my knowledge I think this Township is about equal distances from the Rivière du Loup and Saint Maurice River, say about six or seven miles, but the Settlements are nearest the former of these Rivers.

Av. Paterson
Esquire.
29 Dec. 1828.

Could the inhabitants of this Township communicate more shortly with Three-Rivers by a Road striking the Forges' Road, and if so, describe the same, particularly the nature of the country through which such Road would pass, and the probable expense thereof?—The most direct road from Three-Rivers to the Township is by way of the Forges of Saint Maurice, and I have been assured by a person who passed that way that the distance does not exceed sixteen or seventeen miles. I should think that a Road might be run a.l. along the front of the Township, back to the fourth or fifth range, and down to the Forge Road, which is good to Three-Rivers, for about eight hundred pounds. Some years ago a sum of money was voted for the internal improvements in the County of Saint Maurice, only a small portion of which has been expended, the remainder, if applied, would be sufficient to cover the expenses of making the proposed Road in the Township.

What is the amount of clearings in the said Township, the number of Houses, &c? Be pleased to give the Committee any statistical information you may have concerning the said Township?—I think about 200 acres are already cleared, or under clearance, in the Township, and about 14 houses built, the failure of the crops this year and the want of Roads has prevented many Settlers from occupying their Lands, and in many places they have not the means of getting their crops out from the clearances, the lands are very good in many places, and would soon be settled, if roads were opened, the Seigniorly Lands in Machiche which joins the Township being all conceded.

By what description of Settlers was the said Township first settled? What is its present population? What is the state of their pecuniary means? and by what circumstances have these means been advantageously or disadvantageously affected?—This Township is granted, I believe, principally to persons that served in the Militia during the late war. I cannot state

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE.

Av. Paterson exactly the population of this Township as many of those who hold Location Tickets remain on their Lands but for a short time in the year, most of the Settlers are very poor and have not the means of paying for their Patents; while I was up in the Township several of the Settlers applied to me to know if I thought Government would grant them delay, for if this was not done it would be better for them at once to abandon their lands than improve them, and lose their labour; indeed, some of them were in hopes that as they had served in the Militia, Government would give them a title to their lands without payment of fees.

In what quantities are the lands of this Township distributed? —The Lands located, I believe, are as follows: to the Honorable Matthew Bell, 1200 acres; Sueton Grant, as Agent for the Township, 1200 acres; Lieutenants Dame and Paterfon, 500 acres each; Ensign Grant, 500 acres, and about 60 Lots of 100 acres each granted to different individuals.

Tuesday, 30th December 1828.

'The Honorable *Matthew Bell*, called in; and examined:

The Honble. *Matthew Bell*, Have you had any and what means of becoming acquainted with the new Settlements in the Township of Caxton in the rear of Point du Lac and Machiche, in the District of Three-Rivers?—I have never been in the Township myself, but having taken the Lands due to me for services as a Militia Officer, I have enquired into the state of the Settlements. I have performed my Settlement duty, but at great expense for want of roads, and intend to have the same settled so soon as roads are made to enable me to place people on the same.

When was this Township first surveyed? When were the settlements first commenced? What is the number of actual Settlers at present?—This Township was surveyed in 1824, and I have understood for the purpose of granting lands to Militiamen who had served during the late war. Mr. Sueton Grant was appointed Agent, and to him I would beg leave to refer the Committee for further information in this place.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

many of those who but for a short time and have not the things up in the Township know if I thought this was not done it their lands than income of them were Government would ment of fees.

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Are there any and what water communications between this Township and the River Saint Lawrence or the Saint Maurice ; and what is the distance of this Township from these Rivers respectively?—There is no communication between this Township and the River St. Maurice, and if there were, such would fall in a good way above high Falls and difficult Rapids—a communication with the stream of the Rivière du Loup, I have understood, could be easily obtained.

The Honble.
Matthew Bell,
30 Decr. 1828.

Could the inhabitants of this Township communicate more shortly with Three-Rivers by a Road striking the Forges' Road, and if so, describe the same, particularly the nature of the country through which such Road would pass, and the probable expense thereof?—I am of opinion that the first Settlements must necessarily communicate with Three-Rivers by the Machiche Road which is made up to the Township or nearly so. It is probable that the east end will be nearer Three-Rivers by a Road through the lands reserved for the Iron-works of St. Maurice, but as the roads from those works in that direction have been abandoned for many years, they would have to be made anew—the ground, at least a part of it, I know to be very hilly, with great ravines ; and two very extensive swamps which were once bridged over with logs (pontons) and now are in a very bad state.

By what description of Settlers was the Township at first settled ? What is its present population ? What is the state of their pecuniary means ? and by what circumstances have these means been advantageously or disadvantageously affected ?—I believe that the Township was reserved exclusively for the benefit of Militiamen, and to be settled on by them ; and it was expected they would have been aided in the settlement by their relations and friends in the neighbourhood ; and I doubt not that the want of Roads to communicate is the sole cause of this Township not having already been peopled by Canadian Farmers—many of whom entitled to Lands have not taken out their Location Ticket from knowing of the impossibility of getting to the spot.

Sueton Grant, Esquire, called in ; and examined :

Have you had any and what means of becoming acquainted with the new Settlements in the Township of Caxton in the rear of Point du Lac and Machiche, in the District of Three-

Sueton Grant
Esqr.

30 Decr. 1828.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Sucton Grant Rivers?—Having been appointed Agent for superintending the Settlement, I have had an opportunity of becoming acquainted with the Township of Caxton.

30 Decr. 1823

When was this Township first surveyed? When were the Settlements first commenced? What is the number of actual Settlers at present?—The Survey was began in 1823 and completed in 1824. The number of Resident Settlers at present is very small, not more, I believe, than two families.

What was the state of the communications to that Township when this Settlement was first commenced? Had the new Settlers any obstacles to encounter in this respect? Have they been in whole or in part surmounted, and by what means and to what extent?—When the Settlement was first commenced in 1825, the communication was (and still continues to be) by the concession of St Joseph in the Parish of Machiche. The Settlers had then to encounter the difficulty of opening a Road, thro' the woods, of more than a league in this concession, over a very rough country, cut up by ravines of great depth. These difficulties have been partly surmounted since, by the new Settlers (who had taken concessions of all the Land along the Road up to the Township) aided by the Caxton Settlers; but this communication will never, or very remotely, be of much use for loaded carriages, on account of the immense and almost inaccessible hills on the sides of the ravines which cross the Road, of which there are no less than six within this distance, and which by this route, cannot be avoided.

Are there any and what water communications between this Township and the River Saint Lawrence or the Saint Maurice; and what is the distance of this Township from these Rivers respectively?—There are no immediate communications by water between this Township and the St. Lawrence or the St. Maurice. The horizontal distance to the St. Lawrence may be about six league. The St. Maurice is much nearer to the remote ranges on the Crown Reserves, but I have no idea of the distance.

Could the inhabitants of this Township communicate more shortly with Three-Rivers by a Road striking the Forges' Road, and if so, describe the same, particularly the nature of the country through which such Road would pass, and the probable expense

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

SPECIAL COMMITTEE

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thereof?—I can give no information to the Committee on this ques-
tion from my own knowledge, but I have been informed by per-
sons well acquainted with the country, that the distance of Road
required from the 8th or 9th Range (Clergy Reserves) would not
be more than one league, mostly through swamp, to the Forges'
Road. In this way the communication would certainly be
shorter to Three-Rivers, but not shorter to the St. Lawrence by
Machiche or by Rivière du Loup. The expense of making the
Road cannot be great, and no doubt, in time, it would be very
convenient for the Settlers; but I humbly think, it cannot be of
much immediate use; the new Settlers will naturally have re-
course to the neighbouring Settlements for succour, where they
can obtain provisions, &c. for their labour. The Road to Three-
Rivers by the Forge Road, a distance of seven or eight leagues,
without any house or establishment of any kind intervening, ex-
cept the Forge Establishment, can only be useful when the Set-
tlement is advanced, and have provisions to spare for the
market.

What is the amount of clearings in the said Township, the
number of Houses, &c. ? Be pleased to give the Committee any
statistical information you may have concerning the said Town-
ship?—The amount of Land located, on which the Settlement
duties have been made, is 4800 Acres, and these are distributed
through the first seven ranges; the amount of clearing on all
these, 112 acres; the distance of Road opened through the
Township about one and a half leagues, and the number of
houses, ten, but some of them very indifferent. Owing to the
failure of last year's crop, the inhabitants of the upper part of St.
Joseph, adjoining Caxton, as well as some from the Township,
have removed to the old Settlements for the winter. When the
Settlement was begun in 1825 and 1826, one hundred and sixty-
seven Privates of the late incorporated Militia made application to
me, as Agent, for Land in this Township, but very few came
forward for their Location Tickets, for finding that some Officers
(who are entitled to large tracts, and are not obliged to more set-
tlement duties than private.) had taken their land in the front
of the Township, which necessarily threw the Militiamen further
back in the woods, so that they were discouraged for want of com-
munication to their Lots, which, at that time, were distant from
three to five leagues from any road. A Road crossing the first
five or six ranges to the Clergy Reserves would have obviated this

Sueton Grant
Esqr.
30 Decr. 1828.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Sutton Grant difficulty. Nearly all the Land in these Ranges, except the upper part of the first and second are fit for cultivation. The country abounds in timber of every kind, amongst which are pine, spruce and oak (red oak.) It is irrigated by a number of small rivers, amongst which a branch of the River Machiche, on which are a great number of mill seats, besides many beautiful Lakes. On the last mentioned River a saw-mill has lately been erected at the distance of only ten acres from the front line of the Township; but at present it is only useful to the adjacent settlement, there being no possibility of bringing its produce of market. To explain more fully the situation of this Township with respect to the neighbouring parishes, I beg leave to state to the Committee, that the concessions of St. Joseph Belle-Chasse and Pique-dure, in the Parish of Machiche, run parallel to each other at No. 45 °. W.—a new Road to commence on the St. Joseph Road, about two miles below the front line of Caxton, and running at right angles with the St. Joseph's, would cut the Road of Belle-Chasse to the southward at the distance of 40 acres, and continuing in the same direction, would intersect that of Pique-dure at the distance of 20 acres; producing it still 15 or 16 acres further, would strike the Rivière du Loup below the Châte de l'Eturgeon, from whence the River is navigable for boats and rafts to the St. Lawrence. This would afford an excellent communication from the Township (by the Road of Pique-dure, thro' a thick settled and rich country without lengthening the distance) to the St. Lawrence at Machiche; but what is of greater importance, a water communication to the Three-Rivers and Quebec Markets for Lumber and Pot-ashes, &c. But what would be more *immediately* conducive to the ease of the Settlers, and the settling of the Township, would be the opening of a Road prayed for through the first five or six ranges, to the tract set apart for a village. The aid prayed for, if the work were given out in very small contracts, or by daily labour, would be fully adequate (in the opinion of all the Settlers) to the completion of all these improvements, and would besides relieve the distresses of the inhabitants of the back concessions occasioned by the failure of the crops of last year.

By what description of Settlers was the said Township first settled? What is its present population? What is the state of their pecuniary means? and by what circumstances have these means been advantageously or disadvantageously affected?—The Settlers are principally Canadians. The probability is,

Sutton Grant
Esqr.
30 Decr. 1829

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

that it would be almost exclusively settled by the surplus *Sucon Grant*, population of the Parishes of Machiche, Rivière du Loup and Esqr. Maskinongé, where the Seigniories are nearly all conceded.

30 Dec. 1828.

In what quantities are the Lands of this Township distributed?—The Land is laid out in Lots of 100 acres each, and they are distributed for the most part from 100 acres to 500 acres.

Wednesday, 31st December 1828.

Mr. *Louis Bernard*, of the Parish of Pointe aux Trembles, having been called in, informed Your Committee; That the powers given by the Law to the Grand-Voyers were far too great, inasmuch as it was impossible to adduce evidence against them: that in consequence of this, a Grand-Voyer might lay out a Road while sitting in his own room, without its being possible for the parties to prove the contrary. That the power of laying out or altering the Roads ought to be given to a majority of the inhabitants of the Parishes or Districts, a meeting of whom should be called for that purpose; or that the parties should have the right of naming disinterested persons as jurors, for the purpose of visiting and inspecting the places in question, and giving a decision: That the costs to which the inhabitants of the country are subjected in causing Roads to be laid out are very burthenfome, and to the inhabitants of new Settlements insupportable. That in cases wherein there is some want of formality, the expenses are the same, so that Grand Voyers are not interested in avoiding such errors, from which they rather derive advantage:—this is the opinion of the inhabitants with whom I am acquainted.

Mr. *Is. Bernard*,
31 Dec. 1828.

Friday, 2d January 1829.

The Reverend Messire *Michel Dufresne*, called in; and examined:

Have you had occasion to direct your attention to the matters of Internal Communications in any part of this District, and particularly to and in the Seigniorie of St. Giles and the Townships beyond it?—I have scarcely applied my attention to these

2 Jan. 1829.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE.

Rev. Messire subjects as there is a Road which runs through Saint Giles, *M. Dufresne*, in a direction nearly North-North-West, about twenty-one miles long; which Road is a communication for the inhabitants of Saint Giles, south-west of the River, for those of Saint Sylvestre or the upper part of Saint Giles, for the Townships of Leeds, Inverness, New-Ireland, Halifax, &c. Although Saint Giles has been settled about sixty years, the Settlements are confined to the Banks of the River Beaurivage, and are scarcely extending, either on account of the swamps, which are extensive, or of the frequent frosts or the inundations of the said River which are occasionally the cause of considerable losses to the inhabitants. There are a few settlers on the other side of the River (to the North-East) who have not as yet any highway, the Grand-Voyer having very recently made a *Procès Verbal* respecting one; hitherto the inhabitants on the North-East of the River, about eight in number, have made use of Craig's Road, crossing the River nearly opposite their Settlements, except when the waters are high.

What means have you had of becoming acquainted with the same?—Having been very often at Saint Giles and at Saint Sylvestre, I have had an opportunity of becoming personally acquainted with the subject. I have never visited the Townships of Leeds or Broughton which are adjacent to the Parishes in which I officiate. The only information I possess respecting those places is from hearsay.

What are the Roads and Bridges, and their state, in the country comprising the Seigniorship of Saint Giles and the Township of Leeds?—In Saint Giles and Leeds there is only one Road, that which I have just mentioned, and in Saint Sylvestre, (a new Parish lately erected as well as Saint Giles, by a canonical authority) there is moreover Sainte Marie Road which joins Craig's Road at the seigniorial line which separates Saint Giles or Beaurivage from Leeds, and forms an acute angle with that Road. Craig's Road as far as Leeds is generally good, with the exception of the four or five last miles which are bad; this country being extremely mountainous and strewed with large stones, and in the low grounds abounding in swampy places. From the account of travellers, I have reason to believe that Road is worse; Sainte Marie Road is also bad, but the inhabitants settled along it being very active, are very ready in repairing it. It is well to observe that Saint Sylvestre is quite a new settlement, not having

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

been in existence more than nine years, and more than 400 Lands are already conceded, and about 200 settled by as many Canadian and Irish families, for the most part Catholic. There are six bridges, of which five are in Beaurivage and one in Leeds, one on the *Rivière au Pins*, another on the *Rivière à la Fourchette*, a third on a small stream, the name of which I do not know, a fourth on the *Rivière du Four*, a fifth on the same River—Sainte Marie Road, and the sixth in Leeds on the River Bécancour. These Bridges are in good repair with the exception of the third and fourth, which I sometimes found impassable, having been carried away by the rise of the waters, and it was necessary to cross these Streams at the risk of being upset by the stones at the bottom.

Rev. Messire
M. Dufresne
2d Jany. 1829

What in your opinion would be the best course of the Roads, the fittest places for locating the Bridges—the inconveniences to which the inhabitants of those countries are now subject? what would be the probable expense of the Bridges, and making and repairing the necessary Roads?—It is very difficult to direct where the Roads ought to be opened and the Bridges built, on account of the swamps and unfavourable ground which might be met with in the given direction. There are already in Saint Sylvestre three or four roads cut through, which will soon be rendered practicable by the activity and labour of the inhabitants who have no idea of requesting aid from the Legislature. Two bridges on the River Beaurivage, one towards the old Mill, and the other some leagues above, would be useful. I have certified to Monseigneur Panet, a very accurate plan of the Seigniorship of Beaurivage, and I do not doubt that His Lordship would lend it with great pleasure for the information of the Committee. It is also very difficult to state the probable expense of the several objects mentioned in this question. I believe however, that with £4000 or £5000 well employed, much work might be done. My Parishioners at present find no other inconveniences than those I have already mentioned, such as the rise of the waters, the frosts, and the swamps on their lands, and these are too much.

Be pleased to state your grounds and reasons for recommending these Roads, their relative importance, and the effects which they would be likely to produce upon new establishments?—Saint Giles being inhabited by poor persons, and the Lands being generally undervalued, I do not see that for the present it would be

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Rev. Messire necessary to apply much money there, these poor people, far from
M. Dufresne, being able to send their grain and provisions to market, would much
 2d Jany. 1829. need their importation. I have officiated six years for them,
 and I can say with truth, that I have not received from them 50
 bushels of Tythe Corn a year. What trade could such people
 make? and I believe that many years will pass before they have
 a superabundance. The Settlement of Saint Sylvestre is advancing
 with astonishing rapidity: I have already said that not more
 than nine years have elapsed since that part of Beaurivage began
 to be settled, and I am not afraid to say that as much labour is per-
 formed there as at Saint Giles. A small grant of money for
 Saint Sylvestre might redouble the exertions of its inhabitants.
 Care in the selection of the persons to be intrusted with such mo-
 nies (should any be granted) would be necessary, and the opinions
 of the persons interested ought to be taken as a guide for the
 better application of the monies for their benefit. Before finish-
 ing, I venture to suggest an idea to the Committee for better-
 ing the condition of the inhabitants of Saint Giles, which is
 considered by some as impracticable. These unfortunate persons
 see every year, or almost every year, the fruit of their hard la-
 bour carried away, feed committed to the ground and every kind
 of grain and vegetables just risen, fences, every thing in fact dis-
 appears and is carried away by this River which overflows by the
 falls of rain, and the waters which are conducted into it to drain
 the Lands; great number of cattle have perished in those sudden
 inundations. houses have been carried away, and a numerous
 family almost entirely perished. To remedy such evils, which
 will always prevent Saint Giles from prospering, (and observe that
 the more the lands are cleared the greater the danger will be)
 would it not be possible to deepen the channel of this River, a
 very extensive undertaking I admit, but absolutely necessary?
 The House, or, to speak more correctly, the Legislature might
 oblige every landholder to work a couple of weeks each year in
 the front of his land, at the same time granting a certain sum to
 help these poor people.

Tuesday, 13th January 1829.

Mr. Josiah King, of Saint Giles, Farmer, called in; and
 examined:

Mr.
Josiah King,
 13 Jany. 1829. Have you had occasion to direct your attention to the matter
 of Internal Communications in any part of this District, and par-

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poor people, far from market, would much six years for them, received from them 50 could such people as before they have Sylvestre is advanced that not more of Beauvillage began much labour is percent of money for of its inhabitants. ted with such mot, and the opinions s a guide for the t. Before finishing- mittee for better- Giles, which is unfortunate persons of their hard land and every kind thing in fact dis- overflows by the d into it to drain l in those sudden and a numerous such evils, which and observe that danger will be) of this River, a tely necessary? egislature might eks each year in a certain sum to

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

ticularly to and in the Seigniori of Saint Giles and the Townships beyond it?—I own property in the Seigniori of Saint Giles, and I have frequently travelled it. I should recommend the present Road to be straightened in some parts.

Mr.
Josiah King,
13 Jan'y. 1829.

What are the Roads and Bridges, and their state, in the country comprising the Seigniori of Saint Giles and the Township of Leeds?—Craig's Road is the name of that in the Seigniori of Saint Giles and Township of Leeds; That part of the Road in St. Giles is pretty good, but that in Leeds is very bad. There are some Bridges which are good.

What in your opinion would be the best course of the Roads; the fittest places for locating the Bridges—the inconveniences to which the Inhabitants of those countries are now subject? what would be the probable expense of the Bridges, and making and repairing the necessary Roads?—The present Road is in the most suitable direction, but, as I have before stated, would require to be somewhat straightened in some places, and a small expense would turn the Road where there are some hills that should be avoided. I should recommend a Road to be opened from Ireland to Shipton and from Shipton to Dudswell. The cheapest mode of opening the Roads, one rod or 16 feet wide, would be to give it out as for clearing of land by the acre, that once performed, I should suppose that the bridges and causeways required might be given out by contract to the lowest tender. There would be required two Bridges over the two Nicolet Ponds, one on each Road: on the Shipton Road there would be four small Bridges to be made. The Bridges over the Nicolet Ponds would cost, I should suppose about £200 each; and the four on the Shipton Road—one pretty large on Wolfe's River, would cost probably about 150 dollars, and the other three would not cost more than 100 dollars altogether. I cannot say what would be the expense of the causeways, as some of the land might be drained.

Be pleased to state your grounds and reasons for recommending these Roads, their relative importance and the effects which they would be likely to produce upon new establishments?—There are large Settlements labouring under the disadvantage of these Roads not being opened, namely: those of Stanstead, Eaton and Dudswell, and others on the Dudswell Road. The consequence would be that a number of the inhabitants of these places who

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Mr. Josiah King, 13 Jan'y. 1829. have a great deal of produce, such as Potash, Butter, Cheese, Pork, Flour, Flax, Hay-feed, Timothy, Clover, &c. are obliged to take it to Portland, at a greater distance than they would have to come if the Roads I now recommend were opened. I should suppose that if the Dudswell Road were opened it would accommodate ten people to one on the Shipton Road. The Dudswell Road is 40 or 50 miles nearer for their people than the Shipton Road. I have travelled these Roads about four times a piece, on horseback, in waggons and sleighs, and on foot.

Mr. D. H. Andrews, of Saint Nicholas, having been called in, informed Your Committee that:—He has been acquainted with Craig's Road leading to the Eastern Townships for the space of five years, as his business often obliged him to travel it; that from Saint Nicholas to the Township of Leeds is twenty-eight miles, a very good Road; that from thence to Ireland, twenty miles, the Road is very rough, the inhabitants being very poor, they are not able to make the Road good enough to travel with carts: the Rivers are all bridged from St Nicholas to Ireland. I think it would require about £300 to repair the Roads from Leeds to Ireland. From thence to Shipton is a distance of 30 miles, 28 of it is a very bad Road: there are two considerable Rivers—the first is called Wolfe River, 7 miles from Ireland. I think £75 would build a good bridge over it; then 7 miles further is Nicolet, which would cost £200 to build a good bridge over it, and in addition to this, I think, £1000 would make the Road passable, so that the inhabitants could bring their produce to Quebec Market. If what I have mentioned should be granted, it surely would make the Road passable, which would bring about 40,000 inhabitants to this market which now are all cut off, only what they can drive through alive. In the years 1827 and 1828, there were 3000 head of horned cattle drove through this Road, and about 2000 sheep; and if the Road should be made, it would settle the country. This 28 miles from Ireland to Shipton is as good a tract of Land as there is in Lower-Canada, and it would be a noble chance for emigrants; there are some fine farms on this Road, but the people were obliged to leave them on account of the road being so bad. Now, if there is money granted to make this Road, there ought to be some plan devised to lay it out better than there were before when there were money granted for the same

Mr. D.H. Andrews
13 Jan'y. 1829.

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

SPECIAL COMMITTEE

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Road; the Contractors, at least, saved one half of the money, for instance, the bridge that was built over the Nicolet River, it was given out by the job for the sum of £250, and the bridge was built for £125, so the contractors saved one half of the money; but, as I said before, it would cost £200 to build a proper bridge over the Nicolet River. Now, if there should be proper men appointed by authority to engage workmen, and to oversee them, then the country would have all the benefit of the money.

Mr.
D H. Andrews
13 Jan'y. 1829

Mr. *George Arnold*, called in; and examined:

Have you had occasion to direct your attention to the matter of Internal Communications in any part of this District, and particularly to and in the Seigniory of Saint Giles and the Townships beyond it?—The business that directs my attention to the Seigniory of Saint Giles, is my having a property there.

Mr.
Geo. Arnold
13 Jan'y. 1829

What means have you had of becoming acquainted with the same?—By frequently travelling the Road.

What are the Roads and Bridges, and their state, in the part of the country comprising the Seigniory of Saint Giles and the Township of Leeds?—The Road is a good carriage Road, to my knowledge, for upwards of 40 miles above Point Levy, excepting the want of a bridge across the *Sault*. I have been as far as Leeds.

What in your opinion would be the best course of the roads; the fittest places for locating the Bridges—the inconveniences to which the inhabitants of those countries are now subject to? what would be the probable expense of the Bridges, and making and repairing the necessary Roads?—The Honorable John Caldwell and Mr. Joseph Bell are, in my humble opinion, the best qualified for pointing out the most convenient and proper place for building a bridge across the *Sault*, as their business calls them more so than any other persons to that particular place. The inconveniences for the want of a bridge across the *Sault* is felt by the inhabitants for some hundreds of miles, and more particularly when bringing down any kind of cattle which they have

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Mr. *Geo. Arnold*, to cross the River Saint Lawrence to Carouge, at the risk of their lives, and that of their cattle, besides paying a high price for persons to cross them, and not unfrequently at certain seasons of the year, owing to the weather, are detained from a week to a fortnight.

Be pleased to state your grounds for recommending these Roads, their relative importance, and the effects which they would be likely to produce upon new Settlements?—The reason I should recommend the roads through the Townships and more particularly Craig's Road,—the road has been already made; and by the best information I can obtain, a small sum would make the necessary repairs, which would save the inhabitants from coming some hundreds of miles out of their way,—would enable them to sell their produce, say from 10 to 15 per cent lower.

Tuesday, 20th January 1829.

Mr. *Rob. Christie Esqr.* Robert Christie, Esqr, Member for the County of Gaspé, having been called in, informed Your Committee: That it is the wish of his constituents that a Road should be opened from the Indian Village at the head of the tide water in the River Ristigouche to Metis on the Saint Lawrence, by which the inhabitants of that County would have a direct communication over land with this Capital. That this would also serve as a Road of communication between this Province and New-Brunswick. The whole distance through may be about 90 miles. The sum of £1000 or £1200 would suffice to open a Road of 18 feet wide (with the necessary bridges) to Lake Matapedia, from whence to the said village travellers might descend in the summer by water, and on the ice in the winter. It would however be better if the Legislature determine upon an appropriation for the purpose to make an opening of from 12 to 18 feet wide the whole distance, adopting a line that may pass the head of the Lake. He has never been over this tract of country, but understands, from what he considers good authority, that the land is for the most part good and fit for agriculture. The sum of £1000 was voted and appropriated by an Act of the Legislature in 1817 (57th Geo. III. Cap. 13) for the purpose of opening a Road from the Bay of Chaleur to Rimouski via Metis, but this vote has not

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

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been carried into effect. He understands that Settlers would immediately locate themselves, on the margin of Lake Matapédia, and on the Metis Portage, if a Road were opened thro' it. There is at the present moment, a Petition before a Committee of the Assembly (of which Committee he is Chairman) from the inhabitants of the Bay Chaleur, praying among other matters that this Road may be opened, and that the Revenue collected in the County be formed into a Fund for this purpose. The Committee have reported against the formation of the proposed Fund, and it is probable that they will not deem it necessary to report upon the expedience of the said Road, judging it more proper that this measure being one rather of general interest to the Province than of a local nature, should be discussed in this Committee, to which is referred that part of His Excellency's Speech which relates to Internal Communications. The expedience of the opening of the Road in question having been recognized by the Legislature, as per the Act referred to, he respectfully suggests the repeal of the appropriation made by it for the purpose, and that a larger amount be appropriated.

Rob. Christie,
Esqr.
20 Jany. 1829

Wednesday, 21st January 1829.

Mr. Charles Kirouac, of the Rivière du Sud, having been called in, informed your Committee; That he has visited the lands in the rear of the present Settlement, and behind the Parish of St. Pierre du Sud; that in the rear of the said Settlements there was excellent land on which new settlements might be formed: That there were in the Parish of St. Pierre du Sud about 160 heads of families; that out of this number there were at least 49 who had only building lots: that this arose from the circumstance of there being no roads leading to the good lands. That if the Legislature were pleased to grant the sum of £400 for opening a Road through the rear of the settlements, (which might be easily done) the consequence would be, that a new Settlement would be formed, and that lands would be furnished for the superabundant population of the said Parish. That the length of the Road to be opened would be four leagues.

Mr.
Chs. Kirouac,
21 Jany. 1829

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE.

Friday, 23d January 1829.

Mr. Francis Armstrong Evans, having been called, delivered to Your Committee the following Paper :

Mr. F. A. Evans, Agent for some of the principal inhabitants and other residents in the Eastern Townships, humbly submits to the Committee for Internal Communications, the following information relative to the chief Roads which, it is believed, require public appropriations of money, and which the undersigned hath been charged to submit to the Honorable House of Assembly :

The leading Roads that are wanting in the Eastern Townships to lead to the chief markets of the Province, namely, Quebec, Montreal and Three-Rivers, whereby the inhabitants might have a route or outlet to bring their produce to market, and to receive their supplies from the several cities, as under existing circumstances none of the kind may be said to exist, as the present roads are nearly impassable a great portion of the year, and in some places from the small number of the inhabitants that at present reside on said Roads, they are not able to make the same or keep them in repair, particularly as the Road Laws are so defective that it is impossible to compel non-resident land owners to help to make or keep said Roads in repair, or do any thing to help the settlement of the country. The great leading roads for the accommodation of the Townships to market are these: a road from Stanstead through Hatley, Bolton, Stukely, and Granby, to Yamaska Mountain, about 50 miles, being the road to Montreal: a road from Sherbrooke to the outlet of Lake Magog to meet the above road to Montreal, 20 miles: the Craig's Road, from Shipton to Saint Giles, 51 miles: a road from the Township of Ireland to Eaton, 45 miles, and on to Hertford at the head of Connecticut River, 30 miles: a road from Melbourne to Yamaska Mountain to meet the road to Montreal, 30 miles. Also, some improvement of the road from Shipton through Kingsley, Simpson and Wendover, 35 miles, making in the whole about 300 miles of road, about 60 miles of which would be new road; allowing therefore an average of £60 per mile for the 60 miles of new road to be made, it would require the sum of £3,600, and £40 per mile for the 240 miles of road to be repaired, it would make L.9,600, in the whole L13,200. This sum would open

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

effectual leading roads through the Town-ships, and all settlements which would not join on said roads might easily have roads to lead on to these main roads; but these main roads having no particular or sectional views to the prejudice of other parts, all the Townships have an equal interest in their completion. To raise this sum, or refund it, if advanced from the Provincial Treasury, I believe an equal Land Tax on all lands would be the most equitable manner of refunding the same; say for this loan, one farthing an acre yearly: the tax for the loan to cease so soon as the amount advanced was repaid. However, I believe a permanent Land Tax desirable to keep the roads in repair, and to make such other roads afterwards as the inhabitants might need. I also believe were the roads above-mentioned opened, that real property would advance 200 per cent in three years. However, as it is possible this sum could not now be conveniently granted, the following roads are absolutely requisite to enable the people of the Townships to come to market, which are petitioned for:—

Mr.
F. A. Evans,
23 Jany. 1829

First.—The Craig's Road from the River Saint Francis to Saint Giles. Of this Road through the Township of Shipton and two miles into the Township of Tingwick, is partially made; but would, at the least, require £10 per mile to repair, which for 16 miles would amount to £160. From thence through Tingwick, Chester, Wolfstown and Ireland, the Road is about 10 feet wide, with many fallen trees, and is similar to the bottom of a stony brook or with deep mud, completely impassable for any carriage, and exceedingly dangerous to foot or horse passengers; this distance within the district of Three-Rivers is about 34 miles, at £50 per mile, which I believe is the lowest it can be made for, with power to the Commissioners to move the Road from side to side where necessary to avoid hills, &c This would amount to the sum of £2040. There are on this Road one bridge over the S. E. Nicolet, over 150 feet long, and 17 bridges over brooks of more than 18 feet, (see Procès-Verbal of the G. Voyer) but the land through which the road runs is generally of an excellent quality. From the Three-Rivers district line in the Township of Ireland to Saint Giles, or to the River Bécancour, at the place known as the Palmer House, in the district of Quebec, is about 22 miles, and is partially made, but would require about £30 per mile to repair the same, which would amount to the sum of £660. These sums I think within bounds of reason, and what

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Mr. *F. A. Evans*, would be necessary to make and repair the said Craig's Road, being the general outlet of the Townships to Quebec.

22 Jan'y. 1829,

Secondly — The next road I would submit to the consideration of the Committee is the road from the Township of Stanstead to Montreal. The bad and almost impassable road begins at the head of Lake Massiwiippi in the Township of Hatley, from thence to the outlet of Lake Magog is about eleven miles, being mountainous, would require, according to the best estimation, from £80 to £100 per mile. From the outlet of Lake Magog round Bolton Mountain to the Township of Stukely is a bad and dangerous road, about 7 miles, and would require about £100 a mile, being their only route to Montreal. The whole distance from the head of Lake Massiwiippi to Stukely being about 18 miles, at, say, £90 per mile, amounts to £1620. The Road on through Stukely, Shefford and Granby, a distance of 30 miles, would require about £15 a mile to repair, and would amount to £450. This would open the road to Montreal from the Townships near the lines, together with the Townships through which the Road passes, and would be of immense value to the people.

Thirdly. The next Road of the greatest importance to the Townships along the Saint Francis River is the continuation of the Craig's Road as originally intended, from the River St. Francis through Melbourn, Brompton-Gore, Ely, Roxton and Milton, to Yamaska Mountain, to intersect the Road to Montreal: this passes through a fine tract of country with scarcely any swamp, and extremely well adapted for settlement, and where many settlers are now settling or about to settle, and have built saw and grist mills in Ely and Milton. This Road, if made, would shorten the distance to Montreal from the St. Francis River and central Townships, say about Shipton; one half from what is at present necessary to be travelled. The distance of Road to be made is about twenty-eight or thirty miles from the St. Francis at Richmond to Yamaska Mountain, at about £60 per mile to make, would take (having several bridges over the head waters of the Yamaska River) £1800 at least, but it has been estimated at £2000.

The above three roads have been included in the petition for which the undersigned was agent, and therefore humbly and

Craig's Road, being

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

earnestly recommends them to the favourable consideration of the Committee. The Sums required would stand as follows :

Mr.
F. A. Evans,
 23 Jan'y. 1829

For the Craig's Road within the District of Three-Rivers through Shipton and 2 miles into Tingwick,	£160
For the same through Tingwick, Chester, Wolfstown and to the Quebec District line the Township of Ireland,	2040
For the same within the District of Quebec to the Palmer House,	660
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Total for Craig's Road to the Saint Francis	£2860
For the Road from the head of Massiwappi Lake to the Township of Stukely,	1620
For repairing the continuation of said Road through Stukely, Shefford and Granby,	450
For the Road from the St. Francis to Yamaska Mountain through Melbourne, &c.	2000
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Included and petitioned for—Total	£6930

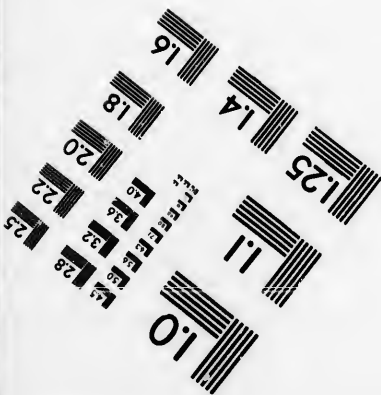
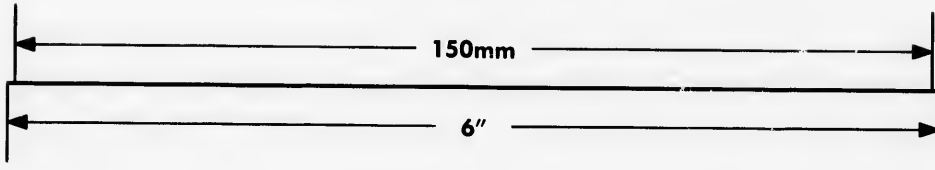
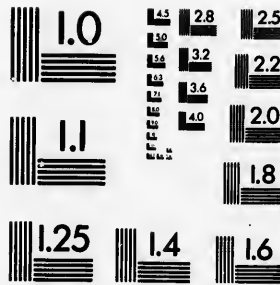
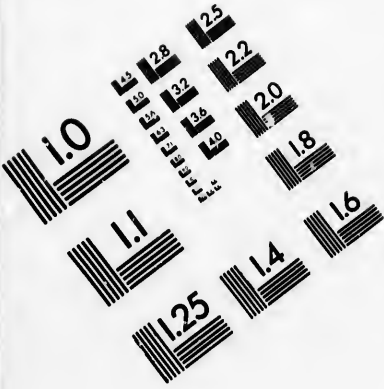
The above Roads would open effectual roads to the Cities of Montreal and Quebec, and pass through the centre of the Townships.

But some appropriation is still wanted to complete the Road to Three-Rivers down the Saint Francis through Kingsey, Simpson and Wendover, and to extend a branch of the St. Grégoire Road from the part it passes over the south-west branch of the Nicolet through the ninth and tenth ranges of Kingsey to intersect the Craig's Road at Danville School-House in Shipton, a distance of thirteen miles, which has been estimated at the sum of £450. This sum has been petitioned for, but was too late to be presented; the road is greatly wanted, the inhabitants having now to get to that point of the St. Grégoire road, 35 miles of a bad road to travel, which the making of this Road would cut short to 19 miles, from the centre of the Settlements in Shipton, Kingsey and Tingwick.

The repairing of the road down the Saint Francis through Kingsey, Simpson and Wendover, would, as above-mentioned, require an appropriation from the small number of inhabitants on said Road, and it being nearly impassable a great part of the year in many places, the distance is 35 miles, and would require about



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MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Mr. *F. A. Evans*, £15 per mile to repair, amounting to £525. This Road is almost the only Road that the inhabitants have to arrive at the Saint Lawrence down the Saint Francis, and which is chiefly travelled in going to Quebec, Montreal or Three-Rivers, and is much wanted by the people. There is however another miserable Road on the west side of the Saint Francis to Drummondville, but scarcely passable in the summer season. These several roads are greatly wanted by the Townships in order to go to market to Three-Rivers, Montreal and Quebec, and are also humbly recommended to the favourable consideration of the Committee for Internal Communications, and the undersigned will be happy to give any farther information that may be required.

23 Jany. 1829

Quebec, 23d Jany. 1829.

F. A. EVANS,

Agent for the Townships of Shipton, Melbourne, Kingsley, Stanstead, Ascot, Hatley, Brompton, Windfor, Durham, Tingwick, &c. &c. usually called the Eastern Townships.

Tuesday, 27th January 1829.

Jacques Dëligny, Esquire, one of the Knights representing the County of Warwick, called in; and examined:

Are you acquainted with the Township of Brandon, and the Roads leading to it, and what opportunities have you had of becoming acquainted with this part of the country?—I do not know the Township of Brandon from my own observations: I have never been there. I have resided at Perthier for many years, and the Township of Brandon is about six leagues from the Village of Berthier. I am acquainted with many persons who have lands there.

Jac. Dëligny,
Esqr.
27 Jany. 1829

What are the means of communication between the old Settlements on the Saint Lawrence and the Township of Brandon?—The Road generally chosen in going to Brandon from Berthier, is by the *Côte du Saint Esprit*: those who have land

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Jac. Déléigny, Esqr.
 27 Jan. 1829 What would be the general advantages of this Road, supposing it should be established?—One advantage would be that the road to Montreal would be shortened by about six leagues.

Do the inhabitants settled at Brandon wish for the adoption of a measure of this nature?—The proof of this is, that I have in my hands a Petition which I was commissioned to present to the Legislature on their behalf. I was prevented from doing so, because it was sent too late for me to present it to the House, according to the Rules.

François Bélanger, Esquire, called in; and examined :

Frs. Bélanger, Esq.
 27 Jan. 1829 Are you acquainted with the Township of Brandon and the Roads leading to it, and what opportunities have you had of becoming acquainted with this part of the country?—I know the Township of Brandon, having visited it last year.

What are the means of communication between the old Settlements on the Saint Lawrence and the Township of Brandon?—The only Road which I know leading to the Township of Brandon is that by the Concession *du Saint Esprit*, behind the Village of Berthier:

Is the communication sufficiently easy to enable the proprietors of lands in the Township of Brandon to go there and clear their lands?—The present communication is a winter road, by which persons may pass on horseback in summer, but it is not sufficiently good to be passed by summer carriages.

What is the number of persons actually settled in the Township of Brandon, to the best of your knowledge?—I merely passed through Brandon; but I estimate the number of families settled there at about fifty.

Has the land in Brandon the character of being good land?—The land in Brandon is, generally speaking, very good: this was the account I received from several of its inhabitants.

Have the persons settled in the Townships the means of making the roads they ask for?—I know that they earnestly wish to have a road; but they complain that they are unable to make it without the assistance of the Legislature.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

What sum would it be necessary to grant them as an aid to enable them to make the said Road; and in what part of the Township ought the sum so granted to be expended?—I cannot hazard an answer to this question. *Frs. Bélanger, Esqr.*
27 Jan'y. 1829

What would be the general advantages of this Road, supposing it should be established?—They would facilitate the establishment on excellent land of a population already too numerous in the old settlements which lie in the neighbourhood of this Township, and this, comparatively speaking, at very little expense.

Do the inhabitants settled at Brandon wish for the adoption of a measure of this nature?—I know that the inhabitants of Brandon complain bitterly of the want of proper roads; and they told me that they were preparing to apply to the Legislature on the subject.

Wednesday, 28th January 1829.

Antoine Charles Taschereau, Esq. of Sainte Marie, Nouvelle Beauce, in the County of Dorchester, having been called in, informed your Committee:—That the Kennebec Road is laid out and very well opened and cleared of windfalls: That persons on horseback may pass through it very well, but it is impassable for summer carriages: That there are five bridges on it crossing all the considerable rivers, and that there has been expended on this road between £425 and £450—the road has been verbalized: That there are Settlements on it at intervals, and a great part of the Lots are granted on condition that the grantees shall keep the road in front of them in repair: That on some of these Lots large clearances have been made: That he thinks to make a carriage road of it, it would require about £800: that the Road is nine leagues in length from St. Charles de la Belle Alliance to the Lines: That out of the sum of £800 which was voted for this road, about £450 have been expended; the rest of the money still remains to be laid out: That there are steep hills on this road which might be avoided by winding round them: That the settlements on this Road are greatly kept back by the impossibility of travelling on it with wheel carriages, so that is impossible to convey materials to it:—nearly one half the lands are granted,

A. C. Taschereau, Esq.
28 Jan'y. 1829

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Joseph Bouchette, Esquire, again called in, and examined :

J. Bouchette, Esq.
 28 Jan'y. 1829. What relation would a Road open from the old Settlements at Berthier to the Township of Brandon bear to the general Internal Communications of that section of country which lies between the Ottawa and Saint Maurice; and would a like road opened from the old Settlements to the Township of Caxton bear any and what relation to these Internal Communications?—Roads opened from the old settlements at Berthier to Brandon, and from the old settlements at Pointe du Lac and Gatineau into Caxton, may each average from 8 to 10 miles, and the distance from the Saint Maurice to Grenville by a new line of road which might be judiciously opened passing in the rear of seigniories and traversing the Townships of Kildare, Rawdon, Abercrombie, also a Gore of the Crown Lands in the rear of Argenteuil, and the Townships of Chatham and Grenville to the Basin, may be estimated at about 124 miles through which a new line of communication might be opened presenting numerous advantages towards promoting the settlement of that section of country, and establishing thereby a new front and line of settlement which would shorten the communication from the Saint Maurice or Three-Rivers to the heart of the settlement on the Ottawa at Grenville by about 70 miles. Having thus given the distance of this great line of road, the proportion that the former two roads bear to it is about one sixteenth; which two roads will intersect the great main communication above mentioned, and would essentially facilitate the communications from the old Settlements and the uncultivated lands in the rear of them with the projected main road. With respect to that part of the road alluded to from Kildare to Grenville, I beg leave to refer to my printed Report on that section of country in 1824, minutely describing that line of road and its advantages.

Would you lay before the Committee either Copy of this Report which you may have in your possession, or an extract of that part to which you have referred above?—I have only one copy, which forms part of my new Work, and I am ready to give any extract thereof.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

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Thursday, 29th January 1829.

Joseph Levasseur Borgia, Esquire, one of the Knights repre-
sented the County of Cornwallis, having been called in, informed
Your Committee:—That he believes that the building of a bridge
across the River of *Trois-Pistoles* would be of general utility, not
to say that the bridge would be necessary: that he cannot exactly
say how much the said bridge would cost, but he believes that an
aid of £2000 or £1500 currency would be sufficient, if the inha-
bitants contributed part of their labour and furnished the timber.
The length of the bridge, if erected at the present crossing place,
would be about five arpents. That he is farther of opinion that
it is expedient to grant the sum of £400 or £500 currency to the
inhabitants of *l'Isle Verte*, to aid them in constructing a bridge
across the *Rivière Verte*. That this grant would meet the views
of the inhabitants on this subject, and enable them to accomplish
the object of the Petition forwarded by them at the commence-
ment of the present Session, but too late to be presented to Your
Honorable House. That he is also of opinion, it would be ne-
cessary to grant an aid of £1000 currency for repairing and ame-
liorating the road and the bridge on the road leading to Lake
Témiscouta.

J. L. Borgia,
Esq.
29 Jan. 1829.

Saturday, 31st January 1829.

Mr. Alexis Poulin, of Saint François Nouvelle-Beauce, having
been called in, informed Your Committee: That for nine years
he had been in the habit of hunting in the fall on the Lands
lying between Lake Megantic, Lake St. Francis, and the *Bras
du Ouest*, and has run over it in various directions and places.
That this part of the Country is generally level and the soil good,
being composed for the greater part of loam (*terre grise*.) That
the whole is well adapted for agriculture; and settlements might
be formed there much more advantageously than on the banks of
the River Chaudière: That the climate is mild; and but little
snow falls on the whole of this tract. That the timber is lofty,
and is generally composed of a mixture of Maple, Elm, Butternut,
and other timber. That he believes if a Road was opened from
the *Bras du Ouest* to the Saint Giles or (as it is otherwise called)
the C-aig's Road, these lands would be immediately taken. That

Mr.
Alexis Poulin,
31 Jan. 1829.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE.

Mr. *Alexis Poulin*, the lands on the River Chaudière are difficult to clear, and the inhabitants only take them when they cannot do otherwise. That there are a great many heads of families in the Parish who have several sons to provide for, but these young men remain at home with their fathers because they are unable to procure good lands. That, to conclude, all the good land lies on the west side of the Chaudière, and behind the chain of mountains which borders it. That the road which it would be expedient to open merely as a winter road, from the west side of the *Bras* as far as Craig's Road, passing by the Head of Lake St. Francis, would be from eight or nine leagues in length, and he believes that a sum of £300 or £400 would be sufficient. The road would in this case pass through better land than if it were made to pass by the lower end of the Lake: the road would be two leagues shorter if it passed by the lower end of the Lake, but the land is not so good there.

Mr. *Michel Boucher*, of the Township of Tring, was called in; and the preceding information of Mr. *Alexis Poulin* having been read to him, he confirmed the same.

Wednesday, 4th February 1829.

F. X. Larue, Esq. *François Xavier Larue*, Esquire, one of the Knights representing the County of Hampshire, having been called in, informed Your Committee: That there are ninety-one lots conceded in the back concessions of the Seigniority of Neuville, running North East and South West, and bounded on the North by the Seigniority of *Bourg Louis*, the property of Mr. Bernard Panet. That these lots are already partly occupied by strangers, to whom they have been conceded; but, in November last, the Deputy Grand Voyer having, at the request of Mr. Panet, verbalized a road from the new free bridge over the River Jacques Cartier, which road crosses the said lands and runs as far as the said Seigniority of *Bourg Louis* where it terminates, the said persons being poor, and finding themselves unable to perform the work imposed on them by the said Procès-Verbal, will be obliged to abandon these said lots and lose the labour they have already performed thereon. That for the encouragement of these new Concessions he thinks it would be right to grant an aid for making the road now verbalized, and another road commencing at the end of the Commissioners' Road, passing along the line between the Concessions

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

of Sainte Marie and Saint Jean mentioned in the descriptive plan, *F. X. Larue*, Esq. and terminating at the said Seigniorship of *Bourg Louis*: That if these two Roads were once opened, many settlements would soon be formed in the Seigniorship of *Bourg Louis*. That he believes the sum of £200 would be sufficient for opening the said two roads:—the length of each, if carried as far as the Seigniorship of *Bourg Louis*, would be about 120 arpents. *Feb'y. 1820.*

William Hall, Esquire, of the Township of Broughton, in the County of Buckinghamshire, having been called in, informed Your Committee: That there is a road under a Procès-Verbal, from the River Chaudière through Broughton to Craig's Road in Leeds—the distance is 23 miles, and would considerably shorten this distance from that part of the country to Quebec; that road has been opened last summer in Broughton, but was not continued in Leeds. The lands upon that road are of an excellent quality. There are no settlers in Leeds to open this road: The sum required to make that road would be £300 at least, the distance being 14 miles; and £100 more to open a communication between Broughton and Tring, where there are some waste land of the Crown of good quality. The Commissioners for Internal Communications of the County of Dorchester opened a road in 1819 or 1820, from Craig's Road in Ireland to the district line of Three-Rivers, to meet the Township of Dudswell where there are 280 settlers; this road was not continued by the Commissioners for the District of Three-Rivers. Should this Road be opened it would be, in my opinion, the grand route of communication between the Townships east of the Lake Memphramagog and Quebec, and would open a continued communication from Quebec to the States of New Hampshire and Vermont, and would pass through the Townships of Hereford, Clifton, New Port, Eaton, Westbury and Dudswell, all of which are settled, and there are settlers on each side of the road. The distance of that road which is not opened is about 36 miles, and the tract of country is very favourable for making a road, and there are several clearances on the road; and should the road be opened it would induce settlers to come thereon. The sum of money required to open the road would be about £1000.

Mr. Francis Armstrong Evans, of the Township of Shipton, and *Mr. Silas Horton Dickerson*, of Stanstead, having been called in, and that part of the preceding evidence of *Mr. Hall* relating to the Dudswell Road, having been read to them, they confirmed the same. *Mr. A. Evans*, and *Mr. S.H. Dickerson*.

ICIAL COMMITTEE.

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MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Thursday, 5th February 1829.

Mr. A. *Mr. Andrew McCambridge*, of the Parish of Charlesbourg, *Mr. Cambridge* having been called in, informed Your Committee; That the Township of Stoneham has a population of about 93 souls: That 5 Feby. 1839. the first of the present Settlers has now been about nine years a constant resident; that it is not nearly so far advanced in cultivation as the other new Settlements about this City:—the retardment is entirely owing to the want of roads. That many settlers have been desirous of taking lots in it, but did not in consequence of the badness of the roads; indeed, the roads are so extremely bad that in summer it is impossible for a horse either to travel with the smallest load, or to walk through it without a load, otherwise than at the risk of his limbs. That in wet weather a man can scarcely walk in it, but at the risk of his life. That he lived with the Revd. P. Toosey, who about 33 years ago endeavoured to establish the said Township:—the richness of the soil encouraged Mr. Toosey to expend perhaps not less than £2000) or £3000 for its successful cultivation, but the want of roads ultimately ruined his project, nevertheless he believes that a good cart road can be made from Quebec to it for about £500. That the length of that Road from the old establishments to the Townships is about eight miles. That for making the Bridges on the Road would require about £100. That a good road to Stoneham would facilitate a communication on the South East and North West, and also with the sixth and last ranges of the Seignior of Beauport, known by the name of the Waterloo Settlement; and that such a road would facilitate the settlement of the country, and would also shorten the communication to Val-Cartier about five miles, and afford a means of living to a number of destitute persons which are now a burthen to the country, and the City will reap great advantages from this in consequence of the Fuel and Lumber which will come therefrom.

Monday, 16th February, 1829.

Alexander Carlisle Buchanan, Esquire, His Majesty's Resident Agent for the Superintendance of Settlers and Emigrants in the Canadas, called in; and examined:

A.C. Buchanan
Esq.

16 Feby. 1829.

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

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Majesty's Resident
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form new Settlements, was the Legislature to grant money for opening Roads to it?—There are many parts of this Province well adapted to the introduction of industrious Settlers, either Emigrants from the United Kingdom or Canadians, and I shall class them under four different heads or settlements:—First; I consider that extensive and convenient District laying between the Chaudière River and beginning at the Township of Tring, and embracing the Townships of Oulney, Adstock, Winslow, Stratford, Coleraine, Weedon, Wotten, Hampden, &c. comprising altogether, of cultivable land well timbered and watered by numerous lakes (St. Francis) and streams, about half a million of acres, should first occupy the attention of the public for immediate settlement. My principal motive in favour of these lands is their proximity to the never failing market of Quebec as a vent for the redundant products of the farmer, and near access already by that excellent road along the Chaudière River. Combined to these advantages is another very powerful inducement, namely, the certainty of affording the Settlers a good title, from the lands being principally in the possession of the Crown; and here I will generally state to the Committee that I would not feel myself warranted in recommending the strange settler to invest his few pounds of hard gatherings in locating in the majority of the conceded Townships, as from every information I can obtain, a good *bonâ fide* title is scarcely to be procured, and this evil demands some early remedy. As a farther and powerful inducement to immediately locate the before-mentioned tract of country, is that of establishing some barriers against the monopolizing grasp of the Americans who have already overrun the Eastern Townships, and who, I fear, are introducing an influence into that part of the Province much opposed to the settlement of British Emigrants, and which may endanger the security of our frontiers and the consequent loss to the Mother Country, at no distant period, of the most fertile portion of Lower-Canada. To the foregoing settlement I would add, under the same direction, the Townships of Cranbourne, Buckland, Watford, and the Crown Reserves in Frampton. Secondly; I would advise a small settlement to be formed on the unconceded portion of the Townships of Acton and Roxton with the Crown Reserves in some adjoining Townships, comprising, altogether, equal to eighty or one hundred thousand acres. I would also beg to recommend, under the same direction, the Township of Ely: the soil in this Township is of excellent quality, is well watered, and lays in the direct route from Sherbrooke to St. Hyacinthe and Yamaska

A. C. Buchanan
Esq.

16 Feby. 1829.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A. C. Buchanan,
Esqr.

16 Feby. 1829

Mountain; it has been long granted to non-residents (I understand Americans) and no improvement made, consequently its reversion to the Crown cannot admit of any difficulty. Thirdly; The importance of facilitating the intercourse by a new route to Hull, on the Ottawa, seems to be very generally admitted, and as I had the honour some time ago of suggesting the same consideration to His Majesty's Government in London, and more recently to His Excellency the Governor in Chief, subsequent enquiries confirm my former impression, and I shall therefore beg to recommend public attention to settling that portion of country lying in the rear of the Seigniories and commencing at Maskinongé, including the Townships of Kilkenny, Rawdon, Wentworth, Abercrombie, &c. towards the Ottawa. I regret that the greater portion of these Townships are granted, and consequently expose the Settlers to the risk of doubtful title; but the unconceded portions, with the Crown Reserves, may be computed at one hundred and fifty thousand acres, and this I would recommend under one direction, together with the Townships of Harrington, Wentworth, Derry, Rippon, Portland, three fourths Wakefield, Marsham, all of which are surveyed and unconceded, and the soil considered superior to the lands next the Ottawa; these latter Townships range about twelve to fifteen miles from the Ottawa, and have generally good Shanty Roads leading to them, which with some trifling improvement might, for a few years to come, answer the ends of settlement until population thickens. The Township of Templeton was allotted by the late Governor in Chief for industrious families that worked on the Rideau Canal, but it is found too distant and the soil not congenial, and many of the families that took out locations have thrown them up and gone to the States; these circumstances arise principally from the impossibility of the emigrant finding out his intended lot until he had wasted much time and perhaps all his provisions. Fourthly; On the Ristigouche River and towards Lake Matepediac and towards the Madawaska, it would be most wise to form a good Settlement, combining as this tract does so many considerations,—the fisheries, the proposed Road from Nova-Scotia to Metis, the facility of access by the Bay of Chaleur, &c. and climate good. Under this direction I would also class Gaspé, where there is much excellent land unconceded and of easy access. The foregoing four situations or Settlements I consider the principal portions of this Province at present to take into consideration. No doubt the forming an establishment up the great River Saguenay country, either at Lake Saint John or on the Chicoutimi

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

SPECIAL COMMITTEE

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River, will ere long be considered an object of national importance, and would be productive of great advantage to the Province in general. I could enumerate many desirable situations for settlers in the Seigniories along the Saint Lawrence and some of its tributary streams, particularly the Nicolet and Saint Francis River, Yamaska and Richelieu, Chaudière, Batiscan, Saint Anne, &c., but as these Lands are all private property the owners will of course adopt what may best suit his plans. In relation to them I shall feel it my duty to render all the aid in my power to such proprietors either of Seigniories or Township Lands that may require it, in procuring them settlers, and which I have already noticed by advertizement in the Official Gazette of this City.

A. C. Buchanan,
Esq.

10 Feby. 1829

Do you know whether settlers are disposed to remain in this Province were some encouragement made by the Legislature, and what encouragement?—The majority of settlers that arrive at Quebec from the United Kingdom have no predetermined place to which they intended to direct their steps previous to arrival. A great portion of these from Ireland are from the Province of Ulster, and their feelings strongly attach them to prefer a British Colony, where they could still enjoy the blessings of our Constitution. The idea of Upper and Lower-Canada is measured by the name, many thinking that the term Lower implies a swampy, low, unhealthy situation, and *vice versa*, that Upper-Canada is high, mountainous and elevated situation; however, the fact is just the contrary; so much for the poor credulous Irishman's notion of Upper and Lower-Canada. The Irish and Scotch Emigrants are best adapted for this Province, and my wish is to see the Emigrants generally from every part of the United Kingdom amalgamated as much as possible with the native Canadians: I am not aware that they possess the least disposition to the contrary. The numerous instances of success attending Emigrants that have gone to the States being generally talked of in the United Kingdom, has naturally a tendency to bias their feelings towards that country, and the same reasons are now felt towards Upper-Canada, from the conclusive facts of rapid success that even pauper Emigrants have experienced there; a more striking proof of which is not to be found than the success that has attended about three thousand poor Irish that were removed to the Township of Cavan in 1816 and 1817 by His Majesty's Consul at New-York, and who received no aid whatever beyond their grant of Land. Emigration to Lower-Canada has never yet had a fair chance, or that support and protection that naturally

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A.C. Buchanan,
Esq.

16 Feby. 1829.

leads to favourable results. The French language is certainly a drawback to the stranger on first arrival in this Province; hitherto few of the new and desirable part of the Emigrants find their way into the interior of the Province, and those that do are generally men that have loitered a year or two about Quebec as servants or labourers, and persons connected with rafting timber or shantys, and who are by no means a healthy class to form new settlements. In point of fact, the strange settlers on arrival at Quebec were perfectly adrift without a pilot to guide their steps or render any authorized disinterested advice, and in many cases they never had the opportunity afforded of putting their foot on shore. The ship runs to the ballast ground (distant on the south side of the river about two miles from the Cul-de-Sac) and the anchor is hardly let go when a number of steam-boat agents and sailor crimps flock on board: their object it is unnecessary to illustrate—**Lower Canada is represented a mere desert, sure starvation, &c.*; the credulous stranger believes every word, and while the dialogue is going on, the hatches are opened, baggage hoisted out, and in a few hours the poor emigrant finds himself crammed on the deck of a steam-boat on his route to Montreal, expecting that on his arrival there, *all will be well*; when arrived a similar scene takes place with boatmen from Ogdensburgh, waggoners from St. Johns, &c. &c., and without time to reflect, and bewildered with the novelty around, the poor fellow is hurried on step by step as long as his money lasts; when not unfrequently sickness ends his troubles, and if not after reaching perhaps Ogdensburgh or Kingston in a miserable batteau or Durham boat, and finding his resources nearly exhausted in trying to find verified the *disinterested advice received on the route, he straggles into the Statestraly disgusted and disappointed with his Canadian reception.* This is a true picture, it has occurred every year, and so long as it is permitted to exist, and aided by the *indifference*, and I may almost say the impossibility for the strangers finding even the way to obtain a location in Lower-Canada, without first expending more time and money

* This last season I have heard of steam boats meeting the ship off Orleans, and in fact enticing the passengers before their arrival at Quebec; a little collusion with the Captain easily gets the main topsail laid aback to deaden the ship's progress until the Emigrants and their baggage are secured: hence arisen, in addition to other strong reasons, the absolute necessity of some Legislative protection against such abuses as I had the honour to submit on a former occasion when given evidence in relation to the proposed Emigrant Hospital.

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

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 emigration to Quebec is *by no means that of paupers*; the ori-
 ginal destination of a portion of them are generally for the back
 part of Pennsylvania, Ohio, &c., being the cheapest route, the
 greater number are industrious, loyal farming families, possessed
 of means which would, if properly directed, establish them in
 the country, but from the causes already alluded to, their hard
 earned gatherings are fitted away without their being permitted
 to render any lasting advantage to the Province or they them-
 selves becoming good subjects; thus by a want of arrangements,
 and I fear, occasionally, *over zealous prejudices*, are thousands
 of valuable settlers forced over the Lines to enrich and augment
 the rapidly encroaching power of our ambitious neighbours. It is
 worthy of note that 29,000 settlers arrived at Quebec in the years
 of 1827 and 1828, and I do not believe out of the whole num-
 ber, *one hundred families have taken up lands in the Province*.
 This I should consider is of itself a sufficient proof that some-
 thing is wrong, that some measure is wanted. As to encour-
 agement to voluntary settlers with means, I know of none better
 than the opening of Roads, and to have the lauds as may be
 allotted for settlement correctly surveyed in lots abutting each
 other, and to be recorded for the *free* inspection of Settlers and
 Emigrants on arrival at the office of His Majesty's Resident Agent
 for the Superintendance of Settlers in the Canadas, with the
 terms and conditions at which the Commissioner of the Crown
 Lands may fix for disposal, where also should be recorded all
 and every necessary information for the guidance of the stranger;
 also, an alphabetical list to be kept of the names of the Settlers,
 where from, and probable destination, which would be a most
 desirable clue to their friends and followers, for the purpose of
 ascertaining where they may be found, and the Resident Agent
 at Quebec to be authorized to put the Settlers in possession of
 their lots of land by the *most immediate, simple, cheap and easy*
method possible. It would be necessary to have a few trusty
 men who knew the country to act as guides, and under the con-
 trol of the Resident Agent's Department, to conduct the Set-

A. C. Buchanan,
 Esqr.

16 Feby. 1829.

† The repeated delays and disappointments which emigrants have expe-
 rienced, soon become the subject of remark among themselves, and no doubt
 is often communicated to their friends in the United Kingdom, to the great
 prejudice of settlement in the country.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A.C. Buchanan,
Esq.
16 Feb'y. 1829

Settlers on the arrival of a ship with Emigrants, to such Settlements as they may be destined, and at such Settlement it will be necessary to have a responsible Location Agent acting in concert and under the order of the Resident Agent's Office, and residing on the spot, and whose sole business shall be the care of the District allotted to his management, and who should not be permitted to engage in land speculations or dealings of any sort, but confine himself to the receiving of Settlers and placing them on their lands, seeing that such lands are regularly laid out, keep records of the whole, and transmit, monthly, a return thereof to the Resident's Office; the Location Agent to be provided with a dwelling-house and other suitable buildings, with twenty-five or thirty acres cleared and cropped in the first instance, and also provided with farming stock and implements; this farm to form a kind of Nursery, from which the Settlers afterwards may be supplied with various assistance, such as stock, seed, grain, &c. &c. A large barrack log-house to be attached to each settling agent's farm, as a place of shelter, in the first instance, to families arriving, and until they could fix up a shanty or log-hut. The satisfaction and benefit Emigrants would feel in finding a disinterested rallying point to resort to for advice and sympathy, is so obvious that I am forced to urge the consideration of the subject on the attention of Your Honorable Committee by every sense of public duty. As the foregoing arrangements will be attended with expense, it may be proper to illustrate this part of my answer by a little estimate. As the arrangement would naturally require more aid than the Resident Superintendent's Office at present could possibly render with advantage to the public, he would submit with all deference to the liberality of His Majesty's Government and the Provincial Parliament, for such consideration as they in their wisdom might think necessary on this head, without presuming any opinion, but merely as a guide to form some conclusion as to expense :

Say:—For Resident Agent's Department annually,	£500
A . Settling Agent's Salary,	150
Allowance for Guides conducting Settlers,	100
Incidents for Stationery, Postage, &c.	50
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	£800

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

B

Outfit at the Settlement :

500 Acres to be appropriated as a Farm— chopping and clearing 25 acres,	£100
House for Settlers' Agent, Barn, &c. &c. &c.	400
Farming Implements, Stock, &c.	150
A Barrack Log-house, competent to shelter 20 or 30 Families, with two Stoves and an apart- ment for a School-room,	200
Grist Mill, and power to drive one saw,*	350
	<hr/> £1200
Interest on that Sum at 5 per cent.	£60
Annual Expenses as per Statement, marked A.	800
	<hr/> £860

J. C. Buchanan,
Esq.
16 Feby. 1829.

Say Eight hundred and Sixty Pounds annually for a system competent to afford facilities to settle one thousand or more families of voluntary Settlers possessed of means, or four shillings each person, computing a family to consist of a man and his wife and three children on an average. Should a plurality of Settlements be set on foot, nearly a similar expense would be necessary to each. The Public Farm, with the consequent improvements which ought to take place, would be ample security for the outfit, and the surplus produce would more than pay the wear and tear of implements, &c. besides producing after the first year or two, something very considerable to cover many contingencies; and I propose that each voluntary settler should give gratuitously the first year, five days' labour, and the second year three days labour, to be applied to the general advantage of the Settlement, and in preparing lots for new Settlers, &c. &c. A Depot of Indian or oaten meal, fish, and potatoes, might be provided the first year or two; also seed grain, garden seeds, &c., and sold at prime cost. The foregoing suggestions refer to voluntary Emigrants and Settlers *possessing means to enable them* with such facilities to take root, some difference would be required in the details of expense in locating pauper settlers,

* The expense connected with the mill would be paid by itself, or it could be let to a respectable settler at a fair rent.

ally, £500
150
100
50
—
£800

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE.

A.C. Buchanan either Emigrants or of the Province; but the foundation of the
Esq. present suggestion for voluntary settlers would prove a powerful
 16 Feby. 1829 collateral aid, and acting under the same administration much
 saving of expense would naturally be the result, besides other
 important advantages.

Have the Emigrants any aversion to settle in Lower-Canada?—
 The answer to this question maybe inferred from that to the second
 question, and in addition, I am satisfied with all my intercourse with
 Emigrants for the past fifteen years, and which I am warranted in
 saying has been greater than any other person in North America,
 I know of no aversion, real or imaginary, that is entertained by
 Emigrants to settle in Lower-Canada.

What would be, in your opinion, the best means to assist
 Paupers, both Emigrants and of this Province?—On this subject
 I have already had the honour of offering my opinion to the Im-
 perial Parliament, as also His Majesty's Government, but a more
 clear intimacy with what might be the details of the measures and
 acquiring a knowledge of many facts since my arrival latterly in
 the Province to undertake the important duties to which His
 Majesty's Government have been graciously pleased to select
 me to conduct. I may vary in application, but not much in
 principle from my former suggestions. Assuring that if facilities
 such as I have the honour to suggest in my third answer for
 the encouragement of voluntary Settlers is adopted, a very im-
 portant foundation would be laid in aiding the settlement of
 paupers, and consequently a considerable saving of expense. I
 would advise those pauper establishments to be in the immedi-
 ate vicinity of the others, or perhaps even better if scattered
 amongst them: the one would materially assist the other, and
 without going further into explanation, I shall proceed to the
 financial part of the subject:—

The original expense of affording facilities in Lower-Canada
 for the settlement annually of one thousand families and upwards,
 is computed at, according to my answer to the second question,
 yearly, £860. And the additional expense to establish at each
 Settlement 100 pauper families, would be thus:

C Outfit for Pauper Establishment to settle annually 100 families:
 2 Barrack Log-Houses, with 2 Stoves, &c. £250

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

Brought forward,	£250
A public Farm of 500 acres,—	
Clearing, fencing, and cropping 10 acres of Land attached to Barrack, chiefly to raise vegetables for the use of the Settlers,	50
Clearing and cropping one acre to each Pauper Family's lot, the produce of which ought to support them, in addition to the four month's provision, as per Statement D,	400
Building a House for Location Steward, &c.	100
Incidents,	100
	<hr/>
	£900

A.C. Buchanan,
Esqr.
16 Feby. 1829.

Annual Expense of Pauper Establishment :

Interest on £900 at 5 per cent,	£45
Conductors,	50
Transport from Quebec to Location,	100
Four days provisions,	6
One Location Steward and Issuer of Provisions, &c. &c.	100
100 Axes, 100 Spades, and 100 Tin Pans,	70
Doctor and Medicines,	100
Schoolmaster,	30
Four Months Provisions of Indian and Oat-meal, Fish, Potatoes, and Molasses. 1s, per day to each family,	600
Contingencies,	150
	<hr/>
	£1251

I have omitted allowing the Pauper Emigrants a stove, under the idea that materials for making a fire-place is to be procured in every part of the Province, and added to which the great abundance of fire-wood at the elbow of the Settler. But in the sum of £150 allowed for contingencies, the expense of a few common stoves might be borne.

With reference to the settlement of English paupers in this Province; many leading County Members of Parliament in England, and among them those who feel a lively interest for Canada,

SPECIAL COMMITTEE.

the foundation of the would prove a powerful administration much result, besides other

in Lower-Canada?— from that to the second all my intercourse with which I am warranted in on in North America, that is entertained by

best means to assist ce?—On this subject my opinion to the Im- nment, but a more of the measures and y arrival latterly in duties to which His y pleased to select , but not much in ing that if facilities y third answer for d, a very im- the settlement of ing of expense. I be in the immedi- better if scattered sist the other, and all proceed to the

in Lower-Canada families and upwards, the second question, to establish at each is:

ally 100 families:

£250

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE.

A.C. Buchanan,
Esq.

16 Feby. 1829.

frequently spoke to me respecting their able-bodied labouring paupers coming out to the Canadas, and their disposition to place at the disposal of the proper authorities a reasonable sum to establish them if they were satisfied of proper arrangements for their reception on arrival at Quebec. It never was contemplated to send out able-bodied labouring paupers unless with the concurrence of the authorities here, and satisfied that reasonable funds were provided for their location, and I am strongly of opinion if Your Honourable Committee should consider the principles which I have advanced in the suggestions I have now the honour to lay before you, as founded upon a rational prospect of success sufficient to warrant the expediency of at least going into a trial, but that every cooperation may be expected from His Majesty's Government and the Imperial Parliament, and it will prove highly satisfactory to the inhabitants of the United Kingdom who look towards these fine Provinces with feelings of affection and common interest, to find by a declaration of Your Honourable Committee that no objection or opposition is for a moment entertained on your part to the introduction of industrious settlers from the United Kingdom, and their amalgamation with the loyal Canadian population of this Province. The sum that it costs the English Parish now in sending a pauper family to the United States, (and which has been a good deal acted on for the last few years, perhaps to the extent of three hundred families annually) is about Thirty-five Pounds, each family consisting of man, wife and three children, inland transport in England not included.

Transport from a British Port to New-York or Philadelphia,	£20	0	0	
Hospital money and other local charges on persons arriving at New-York or Philadelphia,*	3	18	9	
Each family generally receive on arrival in the United States about	10	0	0	
	<hr/>			
	Sterling,	£33	18	9

* In the United States one dollar is payable by every person, hospital money, arriving in that country from foreign parts, in addition to which in many ports, particularly New-York and Philadelphia, other considerations are required by the State Authorities at New-York: Bonds must be given to free the State from being burthened by such persons as may arrive, or it may be commuted at 2½ dollars each. In Philadelphia, in addition to one dollar hospital money, 2½ is charged for the poor-house fund—in all, 3½ dollars.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

SPECIAL COMMITTEE.

able-bodied labouring disposition to place reasonable sum to estab-
 angements for their was contemplated to
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 going into a trial, from His Majesty's
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 and not included.

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sons	3	18	9
the	10	0	0
sterling,	£33	18	9

y person, hospital me- addition to which in
 other considerations Bonds must be given
 as may arrive, or it in addition to one
 fund—in all, 3¼ dol-

I am of opinion that the English Parishes would pay a higher rate to get their paupers settled in a British Province, as they would be sure of the protection of Government. English paupers in general make it out very poorly in the United States, they are badly received, and the little ready money they obtain on landing is very soon exhausted, and I am warranted in stating that the majority of these very paupers in the end find their way into Upper-Canada penniless; hence the policy and advantage that would accrue by their coming direct to Quebec, as I shall shew that a similar sum, judiciously expended, would insure their success in the Canadas, independent of the actual capital brought into the country. It may be here remarked, that the shipping interest is materially benefited by the passenger trade of this port. In 1827, I suppose the freight on Emigrants to Quebec, amounted at least to Thirty thousand Pounds, a sum much beyond that paid for freight of merchandize imported from the United Kingdoms, consequently every Emigrant that is sent to the United States is an actual loss to the British ship-owner of Two Pounds, besides materially affecting the Provinces, as I have already stated, from the Americans receiving the whole of such capital as he may bring or obtain on landing in the United States. It may not be unnecessary to explain what is generally implied by the term English pauper, (which bye-the-bye I shall ere long try and find some other name less humiliating, whereby we can designate that class of settler in future) from custom, and perhaps a laudable sympathy on the part of the authorities who direct the distribution of the poor rates. In England, nearly all the labouring population of the country are occasionally brought under the denomination of Parish Pauper: it is a general rule there, that an able-bodied labouring man requires a certain sum for the support of himself and family, and when his labour cannot yield him that support, he receives the difference from the Parish, consequently these Parish Paupers are the strong agricultural labourers of England, and the introduction of a portion of whom, from their superior method of agricultural labour, could not fail of proving of great benefit to the Provinces. I am of opinion that the funds for the settlement of able-bodied labouring paupers should be provided in general by the Parishes or other incorporated communities that would be benefited by their removal. For instance, if it was found expedient to remove, voluntarily, from Quebec twenty poor families, for whose labour there is no demand, and have them settled as already suggested, it would be found much more advantageous for the citizens to do so than support them, as is now the case by ca-

A. C. Buchanan,
Esq.

16 Feby. 1829.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

A.C. Buchanan
Esq.

16 Feby. 1829.

sual and voluntary contribution, independent of the many collateral benefits to be expected. In Holland, the State have taken up the suppression of mendicity, and from a country a few years ago overrun with pauperism, the most beneficial change has taken place; and the system adopted, is that of locating the labouring poor on lands, and therefore, if in an old country where land is difficult to be got and dear, how much easier can a system for a similar purpose be adopted in Canada, and if once began and got into organization, how many important advantages might we not expect in return. The outlay compared to the important benefit to the province is truly trifling; every part of the community would in turn be benefited by the measure, as the new settlers would be found after the first year or two, contributing largely to the trade and revenue of the country. Thus, in recapitulation, it will appear that by an annual expenditure of £860 can satisfactory arrangements be made to facilitate the settlement of at least one thousand families with means annually, and for the additional outlay of £1251, can be accomplished with every prospect of success, the additional settlement of one hundred pauper families. It must be borne in mind, that if a general system of settling English parish paupers in addition to that of free emigrants with means should be adopted, that a more extensive machinery will naturally be required for Upper and Lower-Canada, and which must be left to the discretion of Government when the details are about being arranged. Whatever plans it may please the Legislature to adopt in aid of the important measures here referred to, Your Honourable Committee may rely on a faithful application of my humble exertions, considering myself as I do in the capacity of joint trustee for the settlers and the public, and being satisfied that in no way will my services be more acceptable to my King and Country than by using every exertion in my power to forward the interest of the poor industrious emigrant and settler, connected as it is with the general prosperity of the mother country and these fine provinces.

What are the terms upon which Settlers receive their grants of Land?—I understand since the appointment of a Commissioner to manage the Crown Lands, none have been granted unless by special authority from the Government: The lands are sold by auction at a periodical sale, the price is fixed by the Commissioner and approved of by the Governor. Persons not over six months in the country may purchase *any lot that they CAN FIND OUT VACANT*, provided such land has been appraised by the Commissioner, and the price per acre approved of by the Governor.

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

Wednesday, 18th February 1829.

William Sax, Esquire, called in; and examined:

Are you acquainted with the Eastern Townships, and have you made surveys of them?—I am acquainted with them, and I have made surveys in the said Townships.

William Sax,
Esq.

18 Feby. 1829

Is the Land in these Townships of good quality and fit for cultivation; and might settlements be easy formed on them?—Yes, the land is generally good, there are some mountainous spots in them, and some swampy ones, but the great part is good land; the soil is rich and fertile and the climate sufficiently favourable.

Could you give a Plan of the said Surveys?—Yes; I produce one which contains all the Eastern Townships on a moderate scale.

What is the extent of the Eastern Townships?—The Townships in the interior are in general each ten miles square; those which lie on the banks of the rivers or lakes are in general nine miles in front and twelve miles in depth. The whole of these Townships together contain about 5,500,000 acres.

Can you point out the roads which it would be expedient to make, in order to afford the means of access to Quebec or Montreal to the people of these Townships; and also to provide settlements for the superabundant population?—In my opinion, the first Road which it would be expedient to open, is that from Shipton to Quebec, nineteen miles and three quarters of which, that is to say, the distance from the River Saint Francis to a little beyond the rear line of Shipton, in Tingwick, are already well opened;—from this point there are about 28 miles of the old Craig's Road which are in a very bad state, as far as the line of separation between the districts of Québec and Three Rivers. From the point last mentioned to the Seigniorship of St. Giles, the road has already been opened by the Commissioners, but some improvements still remain to be made in order to render it passable for wheel-carriages from Shipton to St. Nicholas. Another road, which it would appear to me necessary to open in the direc-

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

William Saxton
Esq.
18 Feby. 1829

tion of Montreal, would be from the River St. Francis in the Township of Melbourne to the Yamaska Mountain, a distance of about 42 miles. Another road beginning at the northern end of Lake Memphramagog at the outlet of the said Lake, and meeting the road last mentioned to the south of the Yamaska Mountain, a distance also of about 42 miles. Another commencing in the Township of Hatley near the outlet of Lake Tomafobi, and terminating at the outlet of Lake Memphramagog, at the point where the road last mentioned should commence: the distance about 11 or 12 miles. Another road commencing in the Townships of Eaton and Clifton, running to the northward and crossing the Townships of Westbury, Dudswell, Weedon, and Wolfesown, as far as the point of intersection of the old Craig's Road and the line of division between the districts of Quebec and Three-Rivers; a distance of about 50 or 60 miles: this road is commonly called the Dudswell Road. Another commencing at the lower end of Lake Megantic and running across the Townships of Gayhurst, Shenley and part of Tring, and there terminating, a distance of about 40 miles. This last Road would, as it appears to me, afford great facilities for opening new Settlements: this Road might be continued across the Townships of Broughton and Leeds, until it met the old Craig's Road, a distance of about 20 miles. Another Road which it appears to me would be necessary to open, would be one commencing at the mouth of the *Rivière du Loup*, where it falls into the *Rivière Chaudière*, to the rear of the lands which separate this Province from the State of the Maine; a distance of about 26 to 27 miles: This is commonly called the Kennebec Road. And (in order to form new settlements to the north-east of the River Chaudière) a road commencing at the said River in the Seigniorship of Saint Joseph and terminating at Lake Etchemin, a distance of about 17 or 18 miles. Another commencing at the River Etchemin, running towards the south-east, and terminating at the said Lake Etchemin, a distance of about 15 miles. It would be advisable to open another Road (in order to form new Settlements) commencing in the Township of Tring at the Roads already mentioned, and running towards the south-west until it met the Dudswell Road before mentioned, about Lake Nicolet, a distance of about 30 miles more or less, across part of the Township of Tring, and those of Coleraine and Garthby, and a small part of Weedon.

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

Saturday, 21st February 1829.

The Honorable *William Rowman Felton*, having been called in, The Honble.
W. B. Felton,
gave the following information to Your Committee:—

21 Feby. 1829.

In respect to the Roads leading from the Townships to the River Saint Lawrence, I shall shortly observe that in the present state of the Townships there are no other Roads that can be compared to the direct Road to the St. Lawrence in importance. It may be useful at some future time to open roads across the country, but at present the public cannot spare money enough to make the direct communications practicable.

The direct Road from Hatley to Montreal, passing across the outlet from Lake Memphramagog, is useful to Stanstead, Hatley, Barnston, and in some measure to a few other Townships lying to the south and east of Hatley; and that part of the Road which commences at the outlet may be considered useful to all the Townships above Shipton and the River Saint Francis; but the Road from Montreal ought to lead to Sherbrooke, otherwise there is no means of communication from the District of Saint Francis to Montreal, without making a circuit to the south through Stanstead, or following the River down to Sorel.

The Province should not be called upon to make any other Roads than those which are necessary to open the communication between the great body of the Townships and the River Saint Lawrence; and only so much of those as it is found impossible to make and keep up by the inhabitants. This limitation should be rigidly attended to, and it will be found that even under this qualification, the expense of making *one* practicable Road from the Saint Lawrence to any point in the Townships, will be much greater than any of the parties applying for roads choose to confess. A considerable part of the country which lies in the rear of the Seigniories, and which must be passed through to get to the Townships, is of a character to preclude the hope of any assistance in making Roads being derived from the inhabitants, because the soil is so wet and inferior in quality, as not to afford the means of existence to Settlers without the previous expenditure of a large capital, or of a great deal of labour in draining and opening to the sun and wind.

If it is considered desirable to open the Townships to the Canadian population, the public must undertake to make a road

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

The Honble. through the swampy land that intervenes between the Seigniories
W. B. Felton and the Townships; if this is neglected or delayed, the Town-
 21 Feby. 1829. shi ps will fill up with people who come in from the opposite side
 of the Province, where the Roads are very practicable and nu-
 merous.

The most important communication with the Townships is that which runs along the Banks of the River Saint Francis—it is a matter of perfect indifference to the inhabitants of the district of St. Francis on which side of the River the road is made, provided there is *one good road*, that is to say, a road practicable for wheel-carriages. It is the universal opinion of all disinterested people that the west bank of the St. Francis affords the best ground and the shortest route from the centre of the Townships to the Saint Lawrence, and it is the route which is most convenient for the Canadian population who reside in the thick peopled Seigniories of La Baie, St. François, &c. The road on the west bank ought to be completed from the south line of Brompton through Melbourne and Durham down to Drummondville; from this latter place a Road should be perfected to Sorel and another to Three-Rivers. Any money expended on these routes will produce immediate benefit, both to the Townships and the Province at large; and whatever is laid out on them will be the means of bringing into utility the grants of public money that have been previously applied on these Roads. It is in vain to promise that these communications will be completed for a small sum of money—it will require at least Thirty-five pounds per mile for the whole distance from La Baie to Drummondville, and from DeGuir to Brompton to make a good and useful high road; but it will neither be necessary nor expedient to expend the whole of this money in one season; it will be more useful to apply a portion of it, say one half or one-third annually, until the Road is completed.

Another branch of the St. Francis Road which ought to be completed in order to derive any benefit for the outlay already made upon it is the public expense, is that which runs from St. Grégoire to Shelburne. This Road equally requires a large sum of money to make it practicable for carriages.

The details of distances on both these routes can be obtained from witnesses who are before the Road Committee; but it may suffice for data to calculate the expense upon, to state that from DeGuir through Drummondville to the south line of Brompton the distance may be fifty-nine miles; from La Baie to Drum-

SPECIAL COMMITTEE

between the Seigniories delayed, the Town- from the opposite side practicable and nu.

the Townships is that Saint Francis—it is aitants of the district road is made, pro- road practicable for of all disinterested cis affords the best e of the Townships hich is most conve- e in the thick peo-

The road on the outh line of Brompt- to Drummondville; ected to Sorel and ded on these routes Townships and the n them will be the public money that s. It is in vain to mpleted for a small ty-five pounds per o Drummondville, od and useful high pedient to expend l be more useful to annually, until the

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

mondville, fifteen miles; from St. Grègoire to Shipton, thirty-nine miles, of road which requires an outlay: the absolute distance between these points being something greater.

The Honble.
W. B. Felton
21 Feby. 1829.

The Estimate will stand thus :

Road along the West Bank of the River St. Francis from DeGuir to Brompton south line—59 miles, at £95 per mile,	2065 0 0
East Branch of the above Road leading to Three-Rivers, viz : from La Baie to Drummondville, 15 miles, at £35 per mile,	525 0 0
Road from St. Grègoire to Shipton, leading to Three-Rivers, 39 miles, at £35 per mile,	1365 0 0
	£3955 0 0

In conclusion, it must be repeated that until one good passable safe road be opened and completed, so as to connect the Townships with the rest of the Province, it is a waste of the public resources to expend any thing on remote cross roads which can only benefit individuals or partial settlements; and it is also equal necessary to notice that any expectation that may be entertained of making a good road through an impracticable country for a small outlay, will be illusory, and will end in disappointment.

Monday, 23d February, 1829.

Joseph Rémy Vallières de St. Real, Esquire, a Member of Your Honorable House, having been called in, informed Your Committee:—That he knows the Road leading from the Parish of St. Grègoire to the Township of Kingsey; that this Road is open from the Parish of St. Grègoire as far as Long Point in the Township of Kingsey, but is badly kept up, and the rains which fell last summer have very much damaged it: that the lots on this Road being almost entirely in standing wood, trees are daily falling across the road, which obstruct it and make it difficult to pass.

J.R. Vallières
de St. Real,
Esq.
23 Feby. 1829

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

J. R. Vallières
de St. Real,
Esq.

23 Feby. 1829.

That to make this Road as useful as it might be made, it would be necessary to open it as far as the Township of Shipton, and to adopt means of causing it to be kept in repair : that £1000 would certainly be sufficient to put it in a good state from St. Grégoire to Shipton ; and that the most sure way of providing for its being kept up, would be to grant the lands through which it passes on condition that the persons to whom they were granted should keep the road in repair. That this Road is extremely important ; it would become the outlet from many populous and fertile Townships, and from an extensive tract of country at present uninhabited, but possessing a soil which invites cultivation, and which will without doubt shortly become a very interesting section of the Province. That the length of road to be opened, in order to carry this Road to the Township of Shipton, is four leagues or thereabouts, crossing the Township of Kingsley diagonally from the south-west branch of the Nicolet River to within two miles of the south-west angle of the said Township and the north-west of that of Shipton, on the River Saint Francis.

Thursday, 5th March 1829.

Mr. John Murray, of Cap Rouge, called in ; and examined :

Mr.
John Murray
5 March 1829.

Are you a native of Scotland ?—I am : I was born in Aberdeenshire, but I spent the greater part of my life in Ayrshire.

When did you arrive in this country ?—I arrived in this country on the 3d October 1820.

What are the inconveniences to which Agricultural Emigrants are subject here ? what are the advantages and disadvantages of the situation of the Emigrant, when compared with his previous situation in Europe ? what from your experience is the best mode of surmounting the disadvantages to which he is exposed ?—I conceive from my own experience the greatest inconvenience to which Emigrants wishing to settle here, on new lands, is the general want of roads of communication towards the new

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

settlement, which they mean to settle. From my own experience, besides the disadvantages before mentioned, the Emigrant has others to contend with, principally arising from the state of his finances, but the situation of the Emigrant in this country, when compared with that in which he is in Europe, is certainly better; and especially with those of a superior class, who having surmounted those obstacles generally thrive better. The best mode of surmounting those obstacles in the Emigrant, is a persevering industry, with a due admixture of the practice of his own country with that of the country he has adopted. I consider that mode preferable to pursuing either the European or Canadian system by themselves.

Mr.
John Murray,
5 March 1829.

What are the points wherein the Ayrshire system of culture differs from that which, according to your experience, is most successful in Canada?—The difference that I find arises principally from the different state of the climate and of the seasons. A farmer arriving in Canada and working altogether according to the custom of the country in which he was brought up, would almost surely fail. Owing to the shortness of the season here, his crop must be put under ground in a more expeditious manner than in Great Britain, whatever the expenses may be. And in harvest he must also alter his system, for he must not let his corn get so ripe before cutting it, as he would do there; otherwise, owing to the alternate rains and strong sun succeeding them, his grain is apt to fall from the stock, and of course occasion him great loss. Also, the farmer in Great Britain is accustomed to tie up his corn, immediately after cutting, into sheaves, but that does not answer in this country, as the principal drying in this country proceeds from the sun, whilst in Britain the winds are of more service in that way: I am therefore of opinion that the custom adopted in this country is preferable. As to Potatoes, I find no difference, excepting as to the difference of climate which I have before mentioned; they must be put in and taken out more expeditiously. As to Turnips the system varies considerably: In Britain we can sow with safety many times in June, whereas in this country we are not safe in sowing at any time, except between the 1st and 15th of July. I am speaking generally as far as my experience goes. The system applicable to Hay is nearly the same here as in Great Britain, with this exception, that I generally find it better to make the Hay in a more close manner; as by spreading it too much in the sun, the Hay is apt to bleach and get burnt.

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MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Mr.
John Murray,
5 March 1829.

What means has the Emigrant to raise the requisite capital to enable him to work on his own land, if he has one?—The general plan that I have known pursued by those, within 30 or 40 miles of Quebec, in order to raise the requisite capital, has been, in the summer time to engage in whatever work they could find in Quebec and its vicinity, and with the savings of the summer, go on their lands towards the fall of the year,—erect a temporary habitation, and there remain for the winter, cutting down the wood during winter to the extent of a few acres, burn it off in spring, plant a quantity of Potatoes, a few Oats and Peas, return again to Quebec, and work until the harvest time; when they return as before and work there for the winter; and live on the produce they have raised from their farm during the summer: This they may repeat for three or four years as they may be obliged to do. And in this way I know of many families who now are in ease and comfort, and who began with perhaps less than twenty shillings of their own: this applies to those within 30 or 40 miles of Quebec; I cannot speak with certainty of those at a regular distance, these are things which have fallen within my own personal observation. The Settlement to which I allude, is Fossambault, in which place I resided two years and a half, at the beginning of that Settlement. There was no road at that time, and the nearest distance they had to carry their provisions was about three miles.

Might not the effecting of Settlements by Emigrants with small means, be greatly facilitated by their underbrushing and girdling, or by underbrushing, felling and cutting up, and burning without logging the lands?—As to the first, it might be done by those who had no other means, and where the trees are large and thinly scattered; but still I think to clear it off is the best method, where it can be done. I would say the same of the second part.

How do you manage with stumps?—I have never seen any other method of extracting the stumps, than at first cutting off the small roots and leaving the stumps to decay. It has been suggested to me by one George Tomlinson, a miner, at Cap Rouge, that he would guarantee to show an apparatus, by means of which stumps might be eradicated with great facility, the whole apparatus consisting chiefly of a chain and levers; but that he had not sufficient means to purchase the chain, otherwise he would have it tried on my farm.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

Do you think that an Emigrant to whom lands would be granted could effect a Settlement without public aid?—I conceive that an Emigrant could not effect it in any other way than I have already stated. The great want here is that of capital, and when a man is well at home, he never thinks of coming out here; of course the general mass of Emigrants coming here with the views of settling, are without capital, and are obliged to encounter all the difficulties above narrated, and many more; and whenever he gets an open farm, he is crossed in his endeavours to improve his farm.

Mr.
John Murray
5 March 1829.

What is the expense of the passage for Emigrants coming out to this country?—I would estimate the cost of the passage from Scotland to this country at about Six pounds per head, reckoning two persons under fourteen years of age as a passenger.

What would be your provisions for the passage?—I am not prepared to answer this question. As to the quantity, if I was crossing the Atlantic myself, I think I would take the following provisions:—two stone of Oatmeal, two bushels of Potatoes, six pounds of Butter, a stone of Beef, a pound of Tea, ten pounds of Sugar, half a gallon of Molasses, and a gallon of Spirits, and some other trifles that I do not think of. When I arrived at Quebec, I had with me my wife, and five children from the age of two to fourteen years. I was engaged in agricultural proceedings to the age of twenty-three, I then entered business as a Cotton Weaver and Manufacturer; in which business I continued till I left Scotland for this country. Upon my arrival here I was desirous of getting employment as an assistant in a commercial house, but having failed in this, I directed my attention to agriculture, and went to settle at Fossambault about six leagues from Quebec. I had one lot from Mr. D'Estimauville, upon these terms: I was to clear four acres in the common way, for which I was to receive ten dollars per acre, and to crop the land so cleared for three successive years, the produce of which I was to have for my own use. I built a small dwelling-house, and for which I received at my departure forty dollars.

When you began in the forest, had you the means of working out for your neighbours at your spare time; and what wages did you get, and how were they paid?—I worked a great deal for others in clearing land, and I received for this ten dollars per acre. This clearing was made for Gentlemen in town having

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Mr. *John Murray*
5 March 1820

lands there. I may have been concerned in clearing twenty acres. When the clearing was partial I received six dollars per acre. These monies with the produce of the land subsisted my family and myself during that time. I met with some misfortunes, my house was burnt. I was more accustomed to society and wanted an open farm:—seeing an advertisement here that Mr. White was in want of a farmer, I agreed with him at the rate of Thirty Pounds per annum, he maintaining my family. Mr. White died during the first year of my employ, and I continued a second year with the trustees, receiving a better salary, amounting to fifty pounds, and my family partially maintained. The third year I took the farm with the stock upon it, at a lease of One hundred and twenty pounds per annum. On Mr. White's farm there are about eighty acres perfectly cleared, and about thirty or forty are partially cleared. I have taken the Jesuit's farm at Beauport, for twenty-one years, at the rate of One hundred and twenty-five pounds per annum, without stock, and to maintain all the buildings at my own expense. I have had this latter farm since the first of May last.

When you commenced your operations in the forest, had you any assistance in labour, and if so, what did you pay per day, exclusive of board?—I had no assistants.

How many days labour do you find that it requires to cut down and clear off one acre of land?—I cannot say how many days it takes to prepare an acre of land for the harrow.

Are you acquainted with any poor settler near you who went on wild land without possessing any capital; and state his proceedings as far as you are acquainted with them?—I know several, such as I have before related.

If any poor settler were to obtain land within two miles of your house, would you be able to employ him on the spare days, between the time of getting his seed into the ground and the harvest season; and what wages could you afford him besides his board?—I have employed men, and generally pay them two shillings with their victuals, or two shillings and ninepence without them, per day, in the harvest time: they were steady and able men, but I do not employ these generally having my hands by the season. I pay for a good ploughman Twenty-two pounds a year,

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

and furnish him bed, board, lodging and washing. I pay to a ^{Mr.} man of general purposes of husbandry, six dollars the month for ^{John Murray.} the year round: for a good servant girl, three dollars per ^{5 March 1829.} month.

Saturday, 7th March 1829.

Mr. ^{Mr.} *Ferdinand Murphy*, of Val Cartier, having been called in; ^{Fer. Murphy.} said:—I belong to the Province in the South of Ireland. I came ^{7 March 1829} to this country in October 1821, with my sister. The badness of the times, high rent of land, and low price of produce which I found were ruining me, and the excitement in the minds of different parts of the country, and the favourable reports I heard of Canada, induced my sister and myself to try our fortunes in this distant part of the hemisphere. We had, when we arrived here, twenty-one shillings. I staid in town about a fortnight without earning a shilling: I then went to Val-Cartier, quite in the bush, about three miles from the first settlement. I had taken a job for cutting down and chopping up five acres of land, at the rate of three pounds per arpent. I got an advance of provisions, clothing and other things I wanted, amounting to about half the whole sum for my undertaking. I completed my job previous to the spring, and cleared off the land after the snow was from the ground, and received the whole sum of Fifteen Pounds. I supported myself entirely with that during winter, and had a balance due me in the spring. On my arrival in the bush I built a Log Hut about 12 or 14 feet square, high enough for a man to stand in, with a hole for the smoke, and a floor of split logs smoothed, and left a place without any floor for the fire. There being no road for the said distance of three miles, I had to carry my provisions on my back, sometimes over head in snow. My provisions consisted principally in biscuit, potatoes and pork, and sometimes I had tea and sugar. In the spring, as soon as the land was cleared, I planted about 22 bushels of potatoes, which gave me in the fall, twenty-three bushels for every one sown; it was one of the luckiest crops I had. Having no family to support when my crop was in the ground, and having fenced in the ground which I had planted, I went to different parts of the country amongst my friends for about two months: I was at no expense amongst them. In the fall I returned to gather my crop, and in that win-

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Mr.
Fer. Murphy.
 7 March 1929

ter I took a job of £2100 at St. Giles, which I accomplished with three men. I did not make much by that: I had not over £8 left to myself. In the spring I came to Quebec, and obtained from the Nuns of the Hôtel-Dieu, a lot of 262 acres of land in the Field St. Ignace on the River Jacques Cartier: I went upon it at the end of next winter, chopped down about five acres upon it, which I cleared in the spring, and planted 80 bushels of potatoes, which gave me upwards of 600 bushels. I had also sown about one bushel of oats, which being eaten up by the squirrels, left me very little. I took another land from the Jesuit's Estates two years ago, consisting of about 90 acres. I have now about 56 acres of land cleared by myself and labourers which I employed when I had money to pay them. My crop this year is the worst I ever had, owing to the wetness of the spring which spoiled my barn. I planted 52 bushels of Potatoes, and had only 552: I sowed 11 bushels of oats, and expect to have 100 bushels. I also expect to have about 1000 bundles-hay. My crop in 1827 was 946 bushels of Potatoes, the produce of 47 bushels: 100 bundles Oats, the produce of about 10 bushels; and 600 or 700 bundles Hay. Since I have begun, I had the following hired men: Two men for one month at six dollars, and fed during last year. In the preceding year I had a man and his wife for one month, the man at four dollars, and his wife at two dollars. Previously, I had not the means of paying labour. I am quite satisfied of this country. I love Ireland, but I will never go and live there, because the people are not unanimous. Out of the earnings from my farm I have bought furniture, and stock consisting of 7 head of cattle, and 1 horse, and expect to be able to buy two head of cattle in the spring, and to add to the little comforts of my house. The great difficulty for a new settler is the provisions for the first winter, suitable clothing, a good axe, and a grindstone among a few, to keep the axe in order, and Roads when they have any thing to bring to market: as to provisions for one's self, a man can carry them on his back, but when they have any thing to export, the want of a Road is a great grievance.

What would be the effect of a loan made by Government to new poor settlers to enable them to get over the difficulties of the first year?—If there was a settlement of not less than 8 or 10 families settled upon good lands, and they were determined to pay the loan, and of an industrious disposition, and maintain their health, a loan might be useful to them if it was not great, and they

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

might refund it. Men who are not very wise, borrow money in hopes punctually to repay it, but find when the time comes that they cannot repay it.

Mr.
Fer. Murphy,

7 March 1829

What do you consider the most economical and most advantageous mode of feeding a new settler in this Province?—Provided Potatoes are not at too great a distance, for they are a very heavy article, and can be got at a cheap rate, they are very good. Many people speak of Potatoes and salt Fish as a cheap mode of feeding a working man: I can say confidently from my own experience, that the cheapest food for a working man are Potatoes, Pork and Peas Soap: the Pork is used principally for the purpose of giving a meat flavour to the vegetable; besides this food is much stronger than Potatoes and Fish. But I do not think that a man can live upon this alone for any stretch: he must have tea or gruel: it is cheaper, and is a change: milk would be better, but he is not yet able to buy or feed a Cow.

How long does it take an ordinary able bodied Irishman to learn the use of the Axe?—From three to six months. It is with us as it is with trades; one man learns much sooner than another I chopped as well at the end of three months as I do now, and I would not now turn my back in chopping to any American born with an Axe in his hand.

Jean Baptiste Noreau, of Val-Cartier, having been called in; *J. B. Noreau*, said:—I have been settled at Val-Cartier five years this Autumn. I am settled in the fifth concession. I have forty arpents of land cleared, a house and barn, two horses, a cow and thirty fowls. I had no money nor household furniture when I first settled on my land. I got my living by selling wood for wheels, and shingles; and by exchanging horses and other kinds of barter. If I had the means of sowing my land next spring, I should be well off for the remainder of my life. I have always put in feed from the first year I took my land. A good man can earn two shillings per day in summer, and one shilling and three-pence in winter. I have had labourers working for me for their food.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE.

Chas. Savard Charles Savard, of Val-Cartier, having been called in ; said :—
 I have been three years at Val-Cartier. I am settled on a lot on
 7 March 1829. the river. I have seven or eight arpents of cleared land, a small
 house and a barn. I had no money nor household furniture when
 I settled with my wife on the lot. I gained my livelihood as I
 could, very miserably. I worked for any one that would employ
 me : and sowed my land. The wages for a labourer at Val-
 Cartier, are from two shillings to two shillings and six pence
 per day.

William Brown, of Val-Cartier, Farmer, called in, and
 examined :

Willm. Brown What are the inconveniences to which Agricultural Emi-
 grants are subject here ? what are the advantages and disadvan-
 tages of the situation of the Emigrant when compared with his
 previous situation in Europe ? what from your experience is the
 best mode of surmounting the disadvantages to which he is ex-
 posed ?—The greatest inconveniency to which the Emigrant is
 subject to, is the general want of Roads : With good Roads the
 Emigrant would be better off. For my own part I think I am as
 well off as I would be at home. Perseverance is the main object,
 and by that alone can the Emigrant thrive.

What course of agriculture have you found from your own ex-
 perience, best adapted to this country ?—As far as my experience
 goes, I find that green cropping is the most advantageous.

When you first arrived in this country did you obtain any
 land, and with what means did you begin upon it ?—I got a farm
 on halves, from Mr. Wilson : it was partly cleared ; I remained
 a year upon it. I then took a lot of ground from Mr. Neilson,
 at a rent of £5 per annum :—there were about 20 acres of land
 cleared upon it. I brought with me about £300 from Scotland,
 which I laid out in purchasing land. I have about 500 acres of
 land of my own at this time, of which about 130 are cleared.
 The expense of clearing the land fit to put in a crop, was from
 10 to 12 dollars.

How many days labour do you find that it requires to cut down
 and clear off one acre of land ?—I think that it takes, for one man

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

to cut and cross cut an acre of land, about a week, and another week for piling, burning and clearing it off ready for feed.

Willm. Brown

7 March 1829.

Are you acquainted with any poor settler near you who went on wild land without possessing any capital ; and state his proceedings as far as you are acquainted with them ?—I know of many industrious men who began without means, and who, by working upon hire, during their spare days in the summer, and during winter, felling down, and in spring cropping it as fast as possible, and then returning to town till harvest time ; and by these means procure a cow, and so on gradually, are now tolerably well off.

If any poor settler were to obtain land within two miles of your house, would you be able to employ him on the spare days, between the time of getting his seed into the ground and the harvest season ; and what wages could you afford him besides his board ?—During summer I could give employment to many hands, and especially during harvest ; I could employ perhaps twenty hands. During the harvest and generally in summer, I give these men one shilling and three pence per day, besides their victuals, and for women, one shilling per day. I keep one servant man to whom I pay, besides his board, Nine pounds a year. I have a large family, consisting of myself and seven children, the oldest a man of 24 years of age, and the youngest 9 years old : of these, 4 are boys and 3 girls. With the aid of my family, and this servant, the whole business of the farm is carried on till the approach of the harvest, when I require extra hands.

What is the smallest sum with which an Emigrant can venture upon a farm ?—Many go upon farms without any means but their own industry.

How do they manage to live ?—Just by working for other persons for a day or two, now and then, to procure a loaf of bread or a few bushels of potatoes. With the exception of two families I do not know of any who are not tolerably comfortable in our Settlement.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

F. McMullan *Thomas McMullan*, of Val-Cartier, having been called in ;
 said :—I was born in the North of Ireland, and came to Canada
 in 1821. I came to this country induced by reports that this
 country was a fine one for a labouring man, where he could easily
 earn his bread. I heard that Emigrants would do well, but I
 have not, however, found it so favourable as I expected. I had
 a wife and four children when I came to this country, it was in
 the fall ; the oldest of my children is now 14 years of age, and
 the youngest three years :—they are now five in number. I had
 not a shilling when I came here. I sold a few Carpenters' Tools
 I had, to get food during my first week's stay here. I then oc-
 cupied myself in sawing wood, in Town, at the rate of two shil-
 lings per cord, for about three weeks : I could only earn about
 two shillings a day at this work. I then engaged myself to clear
 land at Valcartier for Mr. Stuart : I was allowed £30 for clearing
 ten acres : I arrived in Valcartier in or about November : I have
 always staid there since. I cut down about four acres during that
 winter, and was paid for it at the above rate : I had nothing else
 to support my family with during that winter, except 10 or 12
 days work which I procured from individuals at Valcartier, at
 the rate of one shilling and six pence per day. I went quite to
 the bush in the sixth Concession of Valcartier, where, immedi-
 ately on my arrival, I cut logs, and made a small house, 12 feet by
 14 feet, 5 feet high, which I covered with shingles, with a hole
 in the shingles at one end to let the smoke out : I floored it with
 logs, excepting at the end where we made the fire. I was about
 two miles and a half from the nearest settler : there was for this
 distance nothing but an Indian path. I carried my provisions on
 my back for this distance, sometimes up to the middle in snow :
 my provisions were potatoes and flour. I paid two shillings and
 six pence per minot, for potatoes, and about from ten to twelve
 shillings and six pence per quintal of flour. I bought potatoes for
 two years, except a few which I received in the summer follow-
 ing my arrival. I bought about one bushel and a half a week
 during that time : I had some pork, but no fish : We consumed
 about 5 lb. pork a week ; it was sent out by the Gentlemen with
 whom I had contracted ; and delivered as wanted : we consumed
 about two quintals of flour during the winter, some of it we made
 into cakes and some in loaves ; we used the potatoes boiled with
 salt, and sometimes with pork ; we made very little use of grog,
 except even by chance when we came in town : we had a little
 tea and sugar, sometimes once a week, on the Sabbath. In the

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

been called in ; I came to Canada reports that this ere he could easily ld do well, but I expected. I had ountry, it was in ears of age, and umber. I had Carpenters' Tools ere. I then oc- rate of two shil- only earn about d myself to clear £30 for clearing vember : I have acres during that had nothing else except 10 or 12 at Valcartier, at I went quite to where, immedi- house, 12 feet by gles, with a hole I floored it with re. I was about ere was for this ny provisions on middle in snow : wo shillings and n ten to twelve ght potatoes for summer follow- a half a week We consumed Gentlemen with : we consumed e of it we made es boiled with le use of grog, we had a litt'e bbath. In the spring I cleared off nearly all I had cut down, about 3 or 4 acres, and put in about five bushels of potatoes, but they were too late : I howed them, and picked them up in the fall ; I put in nothing else. During that spring I worked a good deal for my neighbours at one shilling and sixpence per day, which I received in provisions and goods brought from Town for me : I was then middling only. I supported my family entirely by this means. I did not get more than 16 or 18 bushels of potatoes from what I had put in the ground, which, although watery and otherwise not good, we consumed during the ensuing season. During the second winter I cut down about six acres of land, for which I was paid at the same rate : I got a good deal of employment this winter, I suppose 30 or 40 days labour at one shilling and sixpence : my wife could afford me no assistance : I had not a shilling of cash. In the spring I cleared off three more acres, and sowed about 10 bushels of potatoes and 2 bushels green oats in good time : I got a good deal of day labour at the same rate, and paid in the same way. In the fall I gathered 150 bushels potatoes ; cut my oats with a scythe and put them into small stacks : I had no cattle to consume them and no road to carry them to market, so they rotted on the ground. During the third winter I cut down and branched about three acres of land for one McCartney, a settler at Val Cartier, at three dollars an acre ; and worked for others. I found myself a little better off this third winter, but not a great deal. I had by this time finished the job I had undertaken. The second winter I applied to Mr. Bélanger, the Agent of the Nuns, who have a Seigniorie at Valcartier, and obtained a grant of 126 arpents : it is at the distance of about 30 arpents from my first clearing. The third spring I commenced clearing on my own land ; cut down about 5 acres and cleared about three, alone. I planted about 10 or 12 bushels of Potatoes and got a return of 200. I was cutting and branching on my own land during the whole winter. I got a pretty good barn about the 15th or 16th May : I removed on my own farm that same spring, and built a log hut larger than the first. My family and I were better found, but I had no money. I completed the clearing of four acres that summer, and next winter I employed myself cutting down and up, and occasionally got day labour. I have now about 16 acres of cleared land and five or six more cut down. I suppose I can clear about 4 acres a year. I got a Cow in the fifth year, it was given to me in part payment of work. My crop last year consisted of about 250

T. McMullan
7 March 1826.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

T. McMullan bushels of Potatoes, 30 bushels of Oats and 900 bundles of Hay. I am now getting a good deal better than I was. I never would have got a farm of my own in Ireland. I think I am better than I could expect to be in Ireland. I am not the least sorry that I came out, but was so at first. In the year before last I bought a second cow with the produce of my oats, which amounted to about ten dollars. I allowed her to run fallow in the bush, where she fattened: I have killed her. I suppose that in the beginning of April I shall have her eat, we began in November: I use the tallow for candles: I had the hide sold on the market for seven shillings and sixpence.

O. Sullivan *Owen Sullivan*, of Valcartier, Farmer, having been called in, said:—I have 150 arpents of land in Valcartier, in the Seigniorship of St. Gabriel. My father went to Newfoundland in 1802, and kept a dry good store there, and in the year 1811 came out to this country with his family. He brought some goods from Newfoundland, and kept a dry good store in Quebec. The year after his arrival, he took a lease of Mr. Desbarats' farm at the Little River St. Charles, which he kept for 10 years: the rent was £140 a year: nine years out of ten on halves. At the end of this lease he went to Valcartier on the River Jacques Cartier, in the Seigniorship of Fossambault, and there purchased about 500 acres of land. I went upon this farm with, upon an average, 4 or 5 men, and sometimes 15 or 16 men. The second year we had about 50 acres under culture, and obtained sixteen pounds ten shillings from the Agricultural Society, as a reward for our exertions in clearing new land. My father afterwards purchased another farm in Valcartier where I now reside. My father has now about 100 acres cleared upon his farm, and I have about the same. I keep two horses, a yoke of oxen, and three cows. I formerly kept six cows. My father has two horses, eight cows, and some other young stock.

What are the inconveniences to which Agricultural Emigrants are subject here? what are the advantages and disadvantages of the situation of the Emigrant when compared with his previous situation in Europe? what from your experience is the best mode of surmounting the disadvantages to which he is exposed?—The greatest inconveniency to which the Emigrant is subject is the want of good roads. The want of these prevents his bringing the produce of his farm to market.

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

What means have the poor Emigrants of cultivating their lands?—It is customary to collect their friends and neighbours in what is called a Bee, and chop down, and pile ready for burning, five or six acres; which they put under crop immediately after. This is customary in the new Settlements, and is done alternately with all the Settlers.

O. Sullivan.
7 March 1839.

How many days labour do you find that it requires to cut down and clear off one acre of land?—It takes, for one man to cut down an acre of land, about eight days. It is difficult for one man to perfect the clearing; but by means of the Bees, which I have before mentioned, the settler is enabled to finish the clearing and put in his crop.

Are you acquainted with any poor settler near you who went on wild land without possessing any capital; and state his proceedings as far as you are acquainted with them?—I know of some men in our Settlement who began without any means, and who are now tolerably well off. They began by working upon hire for others for some months; and in the spring by means of what they had earned, they contrived to live, and chop down part of their lands, and cleared it after the fire had run over the chopping, by means of Bees.

If any poor settler were to obtain land within two miles of your house, would you be able to employ him on the spare days, between the time of getting his seed into the ground and the harvest season; and what wages could you afford him besides his board?—I pay to an able-bodied man for the year round, besides his board, Thirteen pounds ten shillings a year; and during summer, when I employ men by the day, I give them one shilling and three pence a day, besides their diet. These are to men who understand the business of the place, such as chopping, and whatever is necessary for a new farm.

What do you think is the reasonable cost of clearing an acre of land?—I think that about 9 or 10 dollars is a fair price.

Would loans from the public to actual Settlers, at interest, to be paid in produce delivered to the Company's Agent, exported by the Company and sold on commission, be advantageous

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

O. Sullivan. to them?—I think that it would answer well : my reason is, that the shortness of the season and the badness of the Roads, the uncertainty of the Quebec market, and the distance which settlers have to come from the new Settlements to this market, by means of such a loan, it would enable them to keep their produce and wait for a favorable opportunity to bring it to market and get a good price for the same : for example, I have known, last fall, that persons bringing their produce to market. owing to the bad state of the roads and weather, exposed their cattle and carriages to considerable difficulty and danger ; besides their produce has sold then at a much lower rate than what they could get for it at this present time. And it may be well understood that the winter season in this country is not fit for any other purpose than bringing the produce to market, and it is the best time for that purpose. And as I think that from the middle of March to the end of April is the best time for cutting down timber, such a loan would give the settler leisure to remain on his farm, and enable him to chop down part of his land. I know several persons who have raised more hay or straw than what was necessary for the consumption of their cattle, whereas if they had means to purchase stock to consume the same, it would both improve their farms, and be of greater advantage to them, and also to their morals, for it is generally seen that those who frequently resort to market, contract habits of drunkenness, by causing them to stop at taverns on the way. And also carrying hay or straw for any distance above five leagues is only time lost by the farmer, whereas bringing a cow or a fat ox, pigs, or other cattle to market, is more beneficial to him, as he spends less time in selling it, and consequently exposed to less expense ; besides there are other kinds of produce on a farm, such as turnips and small potatoes, &c, and which are of no use to the farmer unless he has a stock. And such a loan would enable him to surmount all those difficulties, especially so as strangers are generally short of credit. In the month of October a person having plenty of fodder, and having a little money, can come to the Quebec Market, and can purchase a good cow for from 10 to 12 dollars, and in the spring sell the same cow for from £8 to £10, which leaves the farmer the dung to improve his land, and a clear profit for his pains ; whereas without these means the greater part of this produce would rot or be lost to him. The same applies to oxen : a yoke of oxen may be bought in the fall, at from £6 to £8, and if well fattened, may sell in the spring for from £20 to £25.

O. Sullivan.
7 March 1829

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

Elijah Henry, of Valcartier, Farmer, having been called in ; *Elijah Henry*.
 said :—I come from Connecticut, and have been in the country above 30 years. I settled in Val Cartier 12 years ago, and was the first who went to that Settlement. I borrowed £100, and with that settled. I had two lots granted me, and money advanced by Mr. Stuart and Mr. Neilson to their value, which lots I afterwards sold to reimburse the money lent. 7 March 1829.

How many new farms have you opened ?—If I had a few minutes to think I could tell. I have opened five new farms at Valcartier. On the River St. Francis I opened four new farms. In the United States, I opened one in Utica, Wethersfield, and one in Windfor. I am now 60 years of age ; and I think it is time to shut up books and stop.

What made you change your farms so often ?—When I was 24 years of age, my master who brought me up having made me a present of 100 dollars, with which I bought 50 acres of land I went upon, with my wife, and cleared 40 acres, lived 2½ years, and sold for 1000 dollars. I went to Utica and bought 366 acres of land for 1000 dollars and 40 crowns, but I bought it from a man who had no right to it, and they held a freehold court and turned me out, so that I lost my money, land and all. I then came to Canada. I bought 200 acres from Dr. Longmore for 600 dollars, payable in 6 years without interest. I paid for that farm 13 years ago : I cleared 60 acres upon it and built a house and barn : I left it 12 years ago and came to Valcartier. I have since given this farm to my three boys. I gained by the sale of my first farm at Valcartier, 300 dollars. I then obtained a lot of land from the Commissioners of the Jesuits' Estates. On this last farm I chopped 20 acres, and cleared 16, and afterwards sold it to one Beattie for £45. Five years ago I bought a farm from Mr. Stuart, upon which I built a house and barn : I have cleared 56 acres now under culture.

Could not poor settlers obtain a crop much more easily by underbrushing and girdling or by chopping and cutting up without logging ?—Chopping and clearing is the best way for a man to get his profit, the imperfect kind of clearing mentioned in the question does better in a hot country than in a cold one like this, you cannot expect a crop unless you let the sun in full. If a man girdles he must clear every year, and his land is never cleared,

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE

Elijah Henry, from the trees always falling. Half an acre well cleared off is better than two acres run over.
7 March 1829.

Do you make any Potash at Valcartier?—They could not make Potash except near the River, because the land is too light.

So it's true, as it is sometimes said, that the first crop clears the clearing?—It is generally thought so, and I myself have been more than paid by the first crop. Last year I cleared off 15½ acres of land : from this I had 128 bushels of potatoes, 200 bushels of turnips, and I had green oats on the rest of it. I have 11 head of cattle, and I have wintered them upon those oats, and they are in as good condition as any in the settlement.

How can a poor man manage to open a new farm?—He must work one half of the time for his meat, and the rest of the time for himself. When I began at Wethersfield I worked at framing and hewing, and got one dollar a day, when I got a little money together, I worked for myself. Since I have been at Valcartier the work I got was principally job work.

Are you acquainted with any poor settler near you who went on wild land without possessing any capital ; and state his proceedings as far as you are acquainted with them?—I know people there who had nothing to bless themselves about four years ago, and now have cows, potatoes and butter which they bring to market at Quebec. They have also paid for their lands, but they bought them low, one paid £15, the other £12.

If any poor settler were to obtain land within two miles of your house, would you be able to employ him on the spare days, between the time of getting his seed into the ground, and the harvest season, and what wages could you afford him besides his board?—I would rather employ them the year round at £13 a year, for a good hand.

What is the smallest sum you think necessary for an emigrant to settle himself upon a waste lot?—An able bodied man ought to be able to clothe and meat himself with one half year's labour, for the whole year ;—if a man could not do this a new country could never be settled.

Would it be of advantage, do you think, if the public advanced

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

money to new settlers?—If the purse was open it would give too much indulgence to the settler: they would pick up their living for themselves, but if they had this to depend upon they would not work. I have practised being in debt sometimes, and do not find it particularly advantageous, time runs too fast when one has got interest to pay, it is like the canker-worm that eats up the principal.

Elijah Henry.
7 March 1829.

What would you think of a plan whereby a company should advance to the actual Settlers monies at interest, to be paid in produce delivered to the Company's Agent, exported by the Company and sold by commission?—I have considered upon it properly to enable me to give a correct answer: to some it would be good, to others it would not; because some would take the advantage of this, and take the money without paying interest or principal: to good men, it would do good to the country, but there are so many counterfeiters it might leave the Company a loser.

Richard Ward, of Valcartier, Farmer, having been called in, *Richd. Ward:*
said:—I come from the County of Wexford, in Ireland, and I arrived here in 1816. I brought with me my wife and two children: my passage cost me £15; I brought out a little money with me, and worked at Quebec for a year before I went to Valcartier on a farm belonging to Mr. Fletcher. Mr. Fletcher promised me one half of the farm on condition of going on with the settlement duties and clearing. I have cleared 30 acres. I took a farm at Valcartier from Mr. Campbell having seventy-five acres cleared, at Twelve pounds a year. I lived by my work when I first went to Valcartier: there were many little jobs then in the settlement. When I was in the forest I had an opportunity of working out for my neighbours at my spare time: I got three shillings and nine pence a day for my work. I could employ a poor settler on his spare days, paying him one shilling and three pence a day, besides his board. I could employ him during the first winter at his arrival, at about ten shillings a month. I know several who went upon wild land without possessing any capital, who worked for other people as well as for themselves, and in this way sustained themselves.

MINUTES OF EVIDENCE BEFORE THE SPECIAL COMMITTEE.

Pat. Scully. *Patrick Scully, of Lake Beauport, Farmer, having been called in ; said :—I am from King's County, in Ireland, and have resided in this country for the last ten years. I have a wife and seven children ; three of them living with me ; my passage cost £3 10s. a head. Our allowance of provisions on our passage, for each person, was as follows : 1 cwt. of oatmeal, $\frac{1}{2}$ cwt. of flour, about 10 stone of potatoes and 25 lbs. of bacon. I arrived at Quebec upon the 17th May, and turned to work on the Cape at two shillings and sixpence per day. I worked there for nearly three years. I had with me about £25 or £26 ; one of my boys worked with me at the Cape, the others went to service. During this time I saved about £25 or £26 more, making in all about £50. Before leaving the Cape I took a lot of wild land belonging to Mr. Duchesnay, at Beauport, and began to improve upon it about 7th May, between which time and the 17th June, I cleared and cropped four acres.*

7 March 1829

How, by whom, and at what expense was your clearing effected?—My own and my son's labour effected the clearing of it : I cannot say what the work was worth. I have now thirty five acres cleared. I have since cleared twenty-five acres on another farm.

How can a poor man effect a Settlement upon new lands?—By industry, sticking to it late and early, and working late and early. He cannot work without provisions, and these he must get before he goes upon a farm.

How is he to get them?—If he cannot borrow money from a friend, he must earn it ; and he cannot earn it and work upon his farm at the same time.

How long a time will he be in earning this money ; where and how can he earn it?—He must either go to service or else go to labour every day until he gets sufficient. The smallest sum that a Settler can go upon a new farm with is £18 or £20

If you were going upon a farm having these £18 or £20 in your pocket, in what articles would you invest it?—In potatoes, flour, pork, and some peas.

Is not pork an expensive article of food, and why is it you have left out salt fish?—I think peas soup better than salt

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

fish, which makes you drink too much water. In a family of *Path. Scully*.
4 or 5 a pound or a pound and a half is sufficient for the *7 March 1829*.
soup. I have one son, 25 years of age, one of 18, and my
youngest is 14; I have three daughters, all married and settled.

What time did you go upon your farm; and what time is
best to go upon a farm?—I went upon my farm on the 1st
or 2d March, about 8 years ago: from the 1st March to the
last day of June is the best time to go upon a bush farm.

Do you know many and what number of persons who came to
this country with nothing at all, and are now doing well upon
a bush farm?—I do know many, and five upon our own set-
tlement.

How did they manage it?—They managed to get a few
bushels of potatoes and a bag of flour from one of their neigh-
bours, and are now, by their own hard industry, well off.

Do any of your Settlers sell their farms after they have made
improvements and settled upon new ones? Do they gain by this
and how?—Yes, there are. I think they gain by this, for they
sell their first farm and with it buy another, and are able to
stock it better.

Are any in the habit of working in town and passing their
winter at Lake Beauport?—If there is nothing doing, they come
in and work, but not until their crops are in; they thus save
house rent and feed for a great part of the year.

APPENDIX.

COPY of INSTRUCTIONS to the Commissioner for the sale and management of Crown Lands in the Province of Lower-Canada.

Copy of Instructions to the Commissioner of Crown Lands.
 London, 13th November 1826

WHEREAS, His Majesty, by a Commission bearing date the 13th day of November 1826, did nominate and appoint you, the said *William Bowman Felton*, to the office and trust of Commissioner for the sale and management of Crown Lands in the Province of Lower-Canada, and did strictly enjoin you to follow such orders and directions as you might from time to time receive from the Commissioners of His Majesty's Treasury, or from any one of His Majesty's Principal Secretaries of State, or from the Governor or Officer administering the Government of the Province of Lower-Canada, for the time being. Now, We, the Commissioners of His Majesty's Treasury, do hereby enjoin and require you to govern yourself in the execution of the duties of your said office, by the following Instructions :

That you do forthwith repair to Canada, and report your arrival to the Governor, or Officer administering the Government, and lay before him His Majesty's Commission appointing you to the said Office, and these Our Instructions for the guidance of your conduct in the execution of the duties thereof,

That you do, immediately upon your arrival, enter into security to the satisfaction of the Governor, or Officer administering the Government, yourself in £5000, and two sureties in £2500 each, that you will direct and faithfully perform the duties of your said office, and duly account for and pay over all monies which may come to your hands in the execution thereof.

That as soon as possible, after your arrival, you do proceed to ascertain the nature and particulars of all the Crown Property within the said Province, under the following heads :

Waste Lands in those Districts of the Colony which have not heretofore been surveyed or laid out.

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

Waste Lands in those Districts of the Colony which have been surveyed and laid out, but no part of which has been granted.

Ungranted Lands and Crown Reserve in those Districts where grants have been made.

Lands which may have been granted in perpetuity upon payment of Quit or other rents.

Lands and Reserve which have been granted upon leases for series of years upon reserved rents or otherwise.

That you do make an Annual Report of the progress you may have made in ascertaining these particulars, to Us, or to the Commissioners of the Treasury for the time being, and also to the Governor or Officer administering the Government of the Province of Lower-Canada.

That no Lands or other Crown Reserve arising from Lands within the Province of Lower-Canada, be hereafter disposed of or granted, except upon the following conditions:—

By actual sale, or, in case of poor Settlers, by grants subject to Quit rents in the manner hereinafter directed.

That you do, from time to time, and at least once in every year, submit to the Governor, or Officer administering the Government, a Report of the total quantity of each description of Crown Property, within each District of the Reserve, so far as you may then have ascertained the same, together with your opinion of the quality of each description of Property which it may be expedient to offer for sale within the then ensuing year, and the upset price per acre at which you would recommend the several descriptions of property to be offered, obtaining previously a certificate from the Surveyor General of Woods and Forests within the Province, that the Land proposed to be offered by you does not contain any considerable quantity of valuable Timber fit for His Majesty's Navy or for any other purpose, it being the intention that no grant of the lands upon which such timber may be growing should be made until the timber is cleared.

That if the Governor, or Officer administering the Government, should be pleased to sanction the sale of the whole, or any part of the land recommended by you, to be sold at the upset price recommended by you, or at any other price which he may name, you will proceed to the sale in the following manner:—

You will give Public Notice in the Quebec Gazette, and in such other Newspaper as may be circulating in the Province, as

Copy of Instructions to the Commissioner of Crown Lands.

London, 15th November 1826.

APPENDIX TO THE REPORT OF THE SPECIAL COMMITTEE

Copy of Instructions to the Commissioner of Crown Lands.

London, 13th November 1826.

well as in any other manner that circumstances will admit of, of the time and place appointed for sale of the Lands in each district, and of the upset price at which the lots are proposed to be offered, that the lots will be sold to the highest bidder, and if no offer should be made at the upset price, that the lands will be reserved for future sale in a similar manner by auction.

That no lot should contain more than 1200 estimated acres. You will also state in the notices of the conditions of the sale, that the purchase money is to be paid by four instalments, the first instalment at the time of the sale, and the second, third and fourth instalments at intervals of a year.

That if the instalments are not regularly paid, the deposit will be forfeited, and the lands again referred to sale.

In case Purchasers of Land at any sale not exceeding 200 acres, being unable to advance the Purchase Money by instalments as proposed, you may permit the Purchaser to occupy the same upon a Quit Rent, equal to five per cent upon the amount of the purchase money, one year's Quit Rent to be paid at the time of sale, in advance, and to be paid annually in advance, afterwards; upon the failure of regular payment the lands to be again referred to auction, and sold; the Quit Rent upon Lands so purchased in this manner to be subject to redemption upon payment of twenty years' purchase, and parties to be permitted to redeem the same by any number of instalments not exceeding four, upon the payment of not less, at any one time, than five years' amount of Quit Rent, the same proportion of the Quit Rent to cease. In case, however, the parties should fail regularly to pay the remainder of the Quit Rent, the same to be deducted from the instalment paid, and the land to be resold by auction whenever the instalment may be absorbed by the accruing payment of the remainder of the Quit Rents.

That Public Notice should be given in each District in every year, stating the names of the persons in each District who may be in arrear, either for the instalments of their purchase, or for Quit Rents, and that if the arrears are not paid up before the commencement of the sales in that district for the following years.

That the Lands, in respect of which the Instalments or Quit Rents may be due, will be the first lot to be exposed to auction at the ensuing sales, and if any surplus of the produce of the sale of each lot should remain after satisfying the Crown for the sum due, the same will be paid to the original purchasers of the land who made default in payment.

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ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

That no land be granted at any other time than at the current sales, in each district, except upon application from poor settlers who may not have been in the Colony more than six months preceding the last annual sale,

Copy of Instruc-
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Crown Lands.

London, 13th
November 1826.

That Settlers so circumstanced may be permitted to purchase Land, not exceeding two hundred acres each, at the price at which it may have been offered at the last annual sale, and not purchased, and may pay for the same or by Quit Rent, computed at five per cent on the sale price, and thenceforth these persons shall be considered as entitled to all the privileges, and be subject to the same obligations as they would have been subject to, if they had purchased the land at the last sale.

In cases of Settlers who shall be desirous of obtaining grants of Land in distinct Districts, not surveyed, or in Districts, in which no unredeemable grant shall have been made, you will, under the authority of the Governor, at any time within a period of seven years from the date hereof, grant permission of occupancy to any such Settlers for lots of land not exceeding two hundred acres, upon consideration that they shall pay a Quit Rent for the same equal to five per cent upon the estimated value of the land, at the time such occupancy shall be granted; and the persons to whom claim of occupation may be made shall have liberty to redeem such Quit Rent at any time before the expiration of the seven years, upon the payment of twenty years purchase of the amount, and at any time after the termination of the seven years, upon the payment of any arrears of Quit Rent which may be then due, and twenty years purchase of the annual amount of the rent.

That no patent shall be granted until the whole of the purchase money shall have been paid, nor any transfer of the property made, except in case of death, until the whole of the arrears of the Instalments, or Quit Rent, shall have been paid.

That the Purchase Money for all Lands as well as the Quit Rents shall be paid to you, or to such person as you may appoint, at the time and places to be named in the condition of the sale. You will also apply to all persons holding Lands from the Crown in perpetuity upon the payment of Quit Rents, as well as to all persons holding Lands upon lease for a term of years for the payment of the arrears which may be due from them respectively, and you will at any time within seven years from the date hereof sell to the proprietor at twenty years purchase, any lands held in free and common soccage (but to no other person whatever) any

APPENDIX TO THE REPORT OF THE SPECIAL COMMITTEE

Copy of Instru- Quit Rent which may be payable by them respectively, provided
 tions to the com- that all arrears up to the end of the year preceding the time of
 missioner of Crown Lands purchase be previously paid.

London, 13th
 November 1896

If these Quit Rents are not purchased by the Proprietor within the period of seven years from the date hereof, further Instructions will be given in regard to the sale by public auction or otherwise, as may then be deemed expedient.

With respect to the Lands upon lease for terms of years you are desired on no account to sell the same by public auction, if the rent is not more than two years in arrear, until the termination of the lease; but if the rent is more than two years in arrear, and if according to the terms of the lease the same is void, in consequence of the non-payment of the rent, you are at liberty to submit to the Governor, or officer administering the Government, that any such lots should be sold. If, however, previously to the sale the rent is paid up, you will withdraw the same from the sale, and you will at any time sell to the Lessee of such lands as may be held under lease, at such price as the Governor or Officer administering the Government may upon your recommendation approve of the land so held, all arrears of rent being in every case paid up to the end of the year preceding the sale, but in no case at less than twenty years purchase of the rent.

You will on the 1st January and 1st July in every year, render a complete account of all your sales, within the preceding half year, to the auditor of Provincial Accounts, specifying the conditions upon which each lot is sold, and you will at the same period render a complete Cash Account of the money received and expended by you within the same period, carrying forward to each account any balance which may remain in your hands at the date of the preceding Account, and you will on the 1st January, 1st April, 1st July and 1st October, in each year, pay over to the Receiver General of the Province, any sum which may on those days respectively, be in your hands over and above the sum of £500, which you are permitted to retain for future contingent expenses.

You will not charge the salary and remuneration to which you are entitled under your Commission in your accounts, but you will receive the same annually, by warrant of the Governor, out of the Treasure which you may have paid into the hands of the Receiver of the Province, in the preceding year.

You are authorized to incur and defray such contingent expenses for Authorities, Clerks, Treasurer and Receiver of Rents, Office Rent, &c. as you may find absolutely necessary, and as the Governor, or Officer administering the Government, may sanction

ON ROADS AND OTHER INTERNAL COMMUNICATIONS.

and approve, provided however, that the whole of such contingent Expenses shall not exceed one-sixth part of the money to be received by you under His Majesty's Commission, and these our Instructions—

Copy of Instructions to the Commissioner of Crown Lands.

London, 12th November 1826.

That you do transmit to us, or to the Commissioners of the Treasury for the time being, Copies of the half yearly Accounts which you may render to the Auditor of Provincial Accounts in Canada, and that the same be transmitted by the first direct conveyance which may offer after the periods they are respectively rendered.

That in the execution of the duties of the said office, you do obey all such orders and directions as you may from time to time receive from us, or the Commissioners of the Treasury for the time being, from any one of His Majesty's Principal Secretaries of State, or from the Governor or Officer administering the Government.

Whitehall, Treasury Chambers,
the 13th day of November 1826.

(Signed) { LOWTHER,
G. C. H. SOMERSET,
MOUNTCHARLES.

A true Copy.
C. YORKE, Secy.

