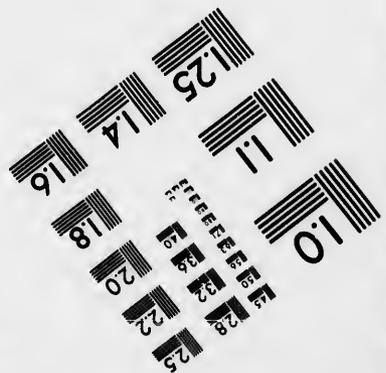
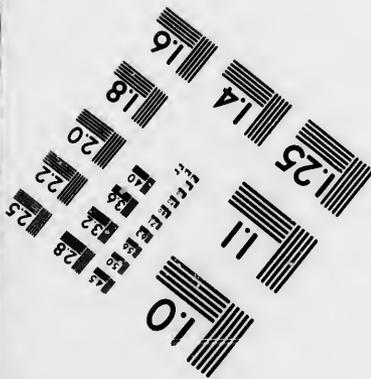
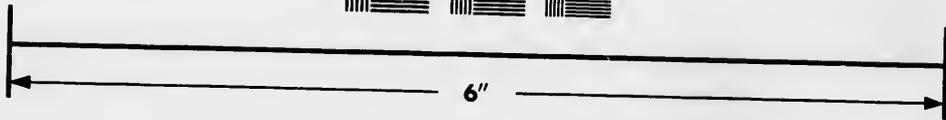
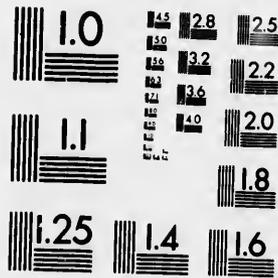


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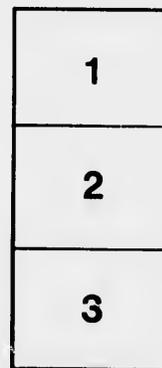
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TENTH REPORT

OF THE

COMMITTEE

OF THE

HOUSE OF ASSEMBLY,

ON THAT PART OF THE SPEECH

OF

HIS EXCELLENCY THE GOVERNOR IN CHIEF

WHICH RELATES

TO THE

SETTLEMENT

OF THE

CROWN LANDS,

COMPRISING A

REPORT ON HIS EXCELLENCY'S MESSAGE
RELATING TO THE OFFER,

FROM

LIEUT. COL. JOSEPH BOUCHETTE,
SURVEYOR GENERAL OF THE PROVINCE, TO THE GOVERNMENT,
OF THE PLATES OF HIS MAPS OF CANADA :

WITH THE

MINUTES OF EVIDENCE

TAKEN BEFORE THE COMMITTEE.

[ORDERED TO BE PRINTED THE FIFTH MARCH 1824.]

QUEBEC :

Printed by NEILSON & COWAN, No. 3, Mountain Street.
1824.

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YOUR Committee, in the Report which they submitted to the House on the third day of February last, amongst the other matters pointed out the injurious consequences to the people of this Country, which would flow from that part of the Act commonly called the Canada Trade Act which relates to the commutation of the Tenure, and recommended an Address to His Majesty, praying that he would be graciously pleased to cause to be remedied the various abuses which exist in this Province relative to the Waste Lands of the Crown.

But as Commutations might be effected from one day to another by His Excellency the Governor in Chief in Council, under the authority of the aforesaid Act, and an injury thus inflicted which could not afterwards be repaired, your Committee directed that a motion should be made in the House, that an Humble Address be presented to His Excellency the Governor in Chief representing:—

“ That by an Act passed in the Parliament of the United Kingdom, in the Third year of His Majesty’s Reign, intituled, “ An Act to regulate the Trade of the Provinces of Lower and Upper Canada, and for other purposes relating to the said Provinces,” it is provided, that any person or persons holding Lands therein *en Fief et Seigneurie*, may render the same into the hands of His Majesty, and may, by and with the advice and consent of the Executive Council of the said Province, obtain a fresh Grant to be made thereof in free and common Soccage, subject to the payment of certain sum or sums of money, in commutation of the Fines and other dues thereon which might be payable to His Majesty, and to such conditions as to His Majesty or the said Governor, Lieutenant Governor or person Administering the Government shall deem just and reasonable.”

“ That the unconceded Lands held by the Seigneurs *en Fief* in this Province, are held by them, subject to be regranted to any applicant engaging to settle thereon, subject only to the accustomed dues and conditions, and that it is on Grants of those Lands that the Cultivators of the Soil in this Province depend for the Settlement of their children, they the said Cultivators, and their children, having a legal right to obtain such Grants.

“ That any arrangement which might be made under the said Act, between His Majesty & the holders of such Waste Lands *en Fief et Seigneurie* would deprive a third party of a legal right, which is beneficial to the individual, advantageous to the community, & guaranteed by the Capitulations of the Colony, & by an Act of the fourteenth year of the Reign of His late Majesty.

“ That this House, conceiving that it is a duty incumbent upon it to support, in so far as may depend upon the House, every right of its constituents, humbly represent the matter to Your Excellency, and pray, that in any conditions which may be imposed on any Seigneur,

“ rendering Lands under the said Act to obtain a Grant thereof in
 “ Free and Common Soccage, such conditions may be imposed on
 “ such Seigneur, in conformity to the said Act, as may preserve en-
 “ tire the right of the Subject to a Grant of said Waste Lands, at
 “ the usual *Redevanes* or dues and conditions.”

Which was accordingly done, and the said Address Ordered.

That the said Address was presented to His Excellency on the third day of March instant, and that His Excellency was graciously pleased to give the following Answer :

“ I shall pay every attention to the subject of this Address, when any
 “ exchange of the Seigniorial Tenure shall come under my consider-
 “ ation.”

Your Committee next proceeded to take into their serious consideration the gracious Message of His Excellency the Governor in Chief to the House, bearing date the 21st day of February last, and the offer from the Surveyor General of the Province to the Government, of the plates of his Maps of Canada, recommended by His Excellency to the favorable consideration of the House.

Your Committee examined the Surveyor General upon the subject of the Reference, they caused to be laid before them and carefully perused the Message of His Excellency the Governor in Chief dated 28th February 1821, also the Report of the Special Committee to whom the said Message was referred, bearing date the 7th March 1821, also the Report of a Special Committee dated 15th March 1819 on a Petition from the Surveyor General, recommended by His Grace the late Duke of Richmond the then Governor in Chief, also the Report of a Committee dated 16th January 1818, on a Petition from the Surveyor General recommended by Sir John Coape Sherbrooke the then Governor in Chief, also the Report of a Committee dated 4th March 1817, on a similar Petition from him, and likewise recommended by the then Governor in Chief Sir John Coape Sherbrooke.

Your Committee then caused to be laid before them the Map as improved by Lieutenant-Colonel Bouchette and the Original Documents and Plans referred to in his examination.

Your Committee satisfied that the improvements already made and those contemplated by Lieutenant-Colonel Bouchette would be of great utility, deliberated upon his proposal to assign over to the Province the original Plates as well of his large Map of Lower-Canada, as of his general Maps of Lower & Upper-Canada, and the neighbouring Countries, for the price which the same cost him, & to complete in the course of the next six months his improved large Map of Lower-Canada, receiving as a remuneration for his labour & trouble, a sum making with the before mentioned cost of the said Plates the sum of fifteen hundred pounds, or that he would be willing to assign over to the Province the said improved Map engaging to complete the same as before, upon receiving the said cost of the Plates and as a remuneration for his said trouble one half of the impression free from the expense of the Engraving, Printing and Stationary.

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The result of the deliberations of your Committee upon this proposal of Lieutenant-Colonel Bouchette was the conviction that whichever of the alternatives was adopted would if acceded to by the House produce trouble and require superintendance of the impression of the Maps and of their Sale when printed, which could not be advantageously bestowed, and that they therefore could not recommend the same; whereupon they caused Lieutenant-Colonel Bouchette to come before them stated to him the above objection and enquired of him whether he could make any other proposal not liable to the foregoing objection, and if so to communicate the same to the Committee in writing.

There was subsequently laid before the Committee the following proposal.

“ At the request of the Committee Lieutenant-Colonel Bouchette has the honor of submitting to them the following proposal, that a Sum of £450 Sterling be allowed him as a remuneration for the improvements made and to be made by him upon his large Map of Lower-Canada, and a further Sum of £450 Sterling be appropriated for aiding in such manner as the House shall deem most expedient, to meet the expenses of Engraving, Printing and Stationary to be incurred in republishing the same, he furnishing to each Branch of the Legislature two Copies of the said Map when the impression shall be completed.”

This subject being intimately connected with the important matter of the exploring of the Interior of Lower-Canada as well upon the North as upon the South Shore, and with the opening of Roads of Communication to the remote and unsettled parts of the Province.—Your Committee next directed their attention to these objects.

The Evidence taken before your Committee since the making of their Report on the third day of February last, and which Evidence relates as well to the general objects of the Reference as to these two particular heads, will be found in the Appendix to this Report.

Your Committee also caused to be laid before them the Message of His Excellency the Governor in Chief, bearing date the tenth of February one thousand eight hundred and twenty three, and received by the House on the twelfth day of the same month, wherein His Excellency is graciously pleased to say.

“ The Governor in Chief does not intend to call the attention of the Legislature in this Session to the state of the Roads generally in this Province, but as there are some points where the Public Interests suffer from want of Roads which may be obtained at a very moderate Expense, the Governor in Chief lays a list of them before the House of Assembly with such information as he has obtain upon the subject and recommends such aid may be granted for each as may seem proper.”

They caused also to be laid before them the papers accompanying the said Message, as well as the Report of the Special Committee to whom the said Message and Papers were referred, received by the House the 25th day of February of the same year.

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Where there is so much to be done in the way of exploring the Province generally, ascertaining its resources, and rendering its remote parts accessible to settlers, it is difficult for your Committee to select the part of the Province where a beginning ought to be made.

Upon examining the improved Map of Lieutenant Colonel Bouchette, and referring as well to his evidence as to the evidence of Jean Thomas Taschereau and Robert Christie, Esquires, and to the local advantages of inland navigation which the Country affords, and the smallness of the expense to be incurred when compared with the advantages which a measure such as your Committee is about to recommend would produce, it appears to your Committee, that the country from the sources of the Saint John's River to Temiscouata ought to be explored without loss of time, and that for this purpose an appropriation of One hundred pounds Sterling ought to be made, and further, that when and so soon as the just claims of His Majesty to that portion of the country are finally settled, measures should be taken to open a direct communication from the settled parts of the Province on the southern banks of the Saint Lawrence, from the most convenient point which can be selected between Point Levy and Kamouraska, and your Committee have reason to believe, that a sufficient Road for the introduction of first Settlers could be opened from the St. Lawrence to the River Saint John, for an expense not exceeding Five hundred pounds.

Your Committee would next submit to the House, whether it would not be advantageous to explore the country lying between the Parishes of Maskinongé and River du Loup, on the North Shore of the Saint Lawrence, and the Lake of the Chats of the River Ottawa, with a view of ascertaining whether any and what quantity of cultivable ground was to be found there, and whether a Road could advantageously be made connecting the settlements upon the said Lake with the old Settlements in the said Parishes of Maskinongé and River du Loup, and at what expense; and your Committee have reason to believe that such a Survey would not cost more than Two hundred pounds.

Your Committee also submit to the House, whether it would not be advantageous to the Province to possess these Plates of Colonel Bouchette's Maps, for the purpose of obtaining hereafter, at a moderate expense, improved Maps of the Province, containing the additional information resulting from recent Surveys, and such as may hereafter be made from time to time.

Your Committee would also submit to the House, whether it would not be desirable that an exploring Survey should be made of the country lying between Quebec and Lake *Temiscaming*, following as nearly as possible the parallel of North Latitude 47 deg., ascertaining the quality of the Lands, and the practicability of making a Road thither as near as might be on the said parallel, with a branch from the said Road striking the River Ottawa at Lake *des Chats*.

Your Committee also submit to the House, whether it would not be desirable that the interior country lying between Lake St. John and

the Saguenay on the one side, and the River St. Maurice on the other, should be explored.

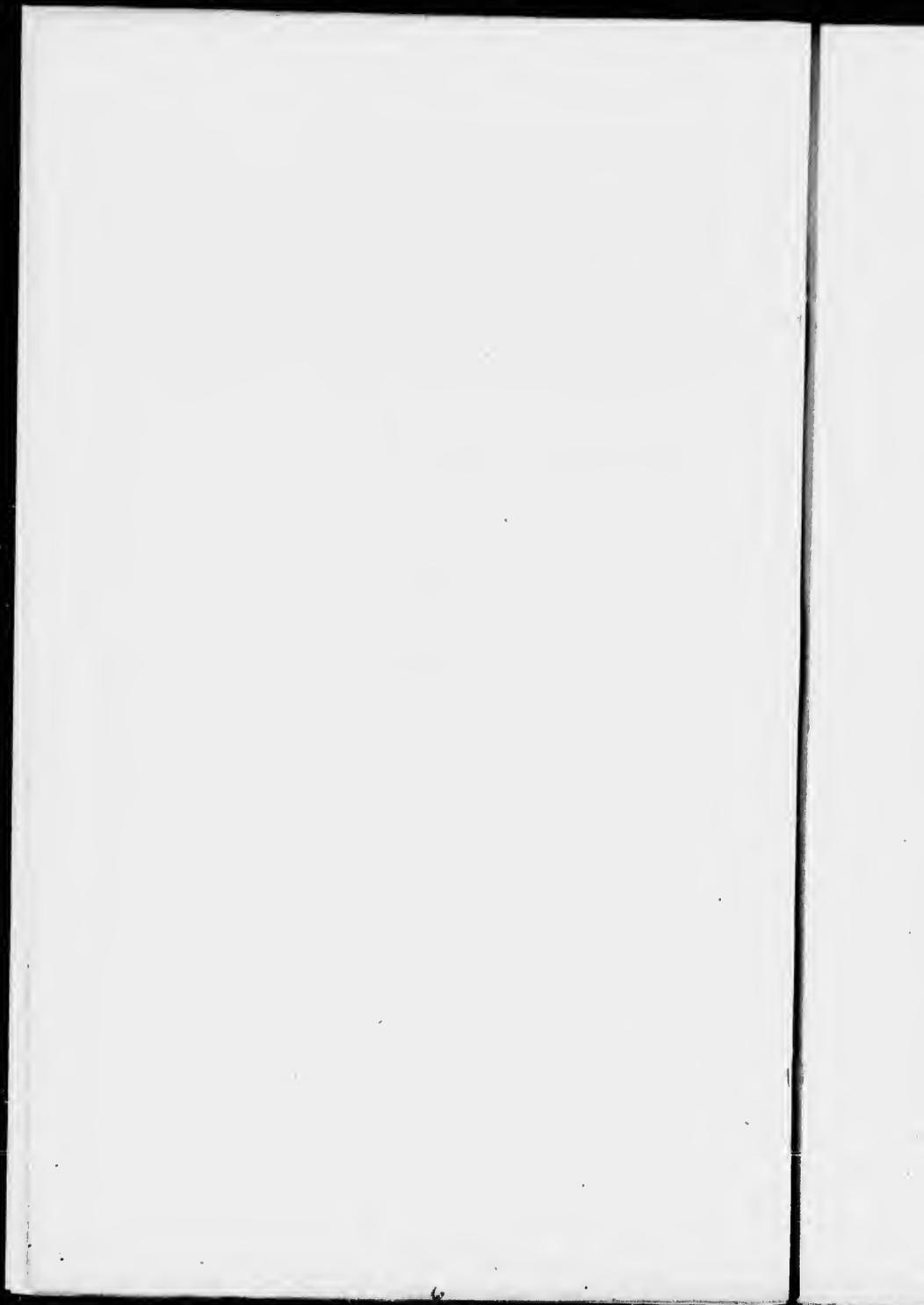
But at this late period of the Session, your Committee can do no more than advert to these latter great objects, generally leaving it to the wisdom of the Executive Government, which possibly may deem the matters to which your Committee have turned their attention of sufficient magnitude and importance to the welfare of the Province and the development of its agricultural resources, to adopt, in the mean time, such a line of conduct as may be conducive to those purposes, which your Committee are persuaded there is a strong tendency in the population of this Province to pursue, if properly directed, and to which some future Legislature may give effect.

All which is nevertheless humbly submitted.

ANDREW STUART,

Quebec, 5th March 1824.

Chairman.



APPENDIX.

[APPENDIX.]

Louis Montzambert, Esquire, appeared before your Committee.

Q. Are you and how long have you been Provincial Secretary and Registrar for the Province of Lower-Canada ?

A. I am and have been acting Provincial Secretary and Registrar for this Province since the month of June 1822.

Q. What are the Duties and Emoluments of that Office ?

A. Part of the duties of the Office of Registrar consist in Registering all Land Patents and making enrolments of the same. The Emoluments accruing to the Registrar on Land Patents are 5s. per 1000 Acres granted by such Patent and 10s. for the Enrolment of each Patent of 2000 words or under, when above 2000 words 6d. per 100 words.

Q. Are there any Dockets made in the said Office before upon or after the granting of Lands in the said Province ?

A. After the Patent is issued an entry is made in a Book kept for the purpose, of the names of the Grantee or Grantees named in such Patent, with the number of the Lot or Lots granted to each, and also of the number of the range in which such Lot or Lots are situated.

Q. Are there any Reports made by you from time to time and at what times of the proceedings had in your said Office to any Board or Boards or any other Public Authorities either within this Province or in Great Britain in relation to or concerning the Granting of Lands ?

A. No, not any.

Andrew Wm. Cochran, Esqr. appeared before you Committee.

Q.—Are you, and how long, have you been Auditor of Land Patents for the Province of Lower Canada ?

A.—I have held the situation of Auditor of Land Patents for this Province, since February 1819—I have performed the duties of the situation since 1814.

Q.—What are the duties and Emoluments of that office ?

A.—The duties of that office are to examine and to enter Abstracts or dockets of all Letters Patent, that are issued granting Waste lands of the Crown, water lots or Town lots, and also of all leases of Crown Reserves—By a system adopted in 1822, the Auditor of Land Patents is charged with the duty of receiving from the Sheriffs the rents of Crown Reserves collected by them,

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and to account for the same, and he is also a Member of the Auxiliary Land Board established in 1822, for the preliminary examination of all Petitions for Grants of the Waste Lands of the Crown.—The Emoluments of the office are, a salary of £200 Sterling per annum, and a Fee of 6s. 8d. per 1000 Acres on all Grants of Waste Lands of the Crown in Free and Common Socage, and £1 3 4, for 100 feet front on Grants of Water lots or Town lots.

Q.—Are there any Dockets made in the said office before, upon, or after the Granting of Lands in the said Province ?

A.—Dockets are made in that office as above stated after the Letters Patent Granting Lands as before mentioned, are signed by the Governor.

Q.—Are there any Reports made by you, from time to time, and at what times of the proceedings had in your said office, to any Board or Boards, or any other Public authorities, either within this Province or in Great Britain, in relation to or concerning the Granting of Lands ?

A.—No reports of the nature stated in this question are now made, except when errors are found in Letters Patent, in which cases I return the Patent to the Secretary of the Province, with a statement of the circumstance and if the error is a material one I decline auditing the Patent—Reports or Copies of the Entries or Dockets appear to have been made formerly to the Secretary or the Lords Commissioners of His Majesty's Treasury, but I do not find by the Books that this has been done since 1800.—The practice originated I believe from the circumstance that in former times, in this, as in most of the Colonies, *quit rents* were either exacted or made payable on Grants of Lands for the purpose of raising a revenue, and the situation of Auditor of Land Patents became in some respects connected with and subordinate to that of Auditor General of the Plantations.

Joseph Bouchette, Esquire, Surveyor General of Lower-Canada, appeared before your Committee.

Q. Could a road be advantageously carried from any part on the south shore of the St. Lawrence to Fredericton in New-Brunswick, and what would be the most advantageous point of departure.

A. No doubt a shorter route of Communication between Quebec and Fredericton may be ultimately effected by opening a

Road in a more direct line between these two places, and the distance compared with the *Temiscouata* route rendered nearly one third shorter; perhaps from L'Islet as the point of departure to the St. John's, and thence in the nearest direction towards Frederickton—But at this moment there are strong reasons which induce me to think that the shortest and only practicable route from Quebec to Frederickton for several years to come, must inevitably be that of the *Temiscouata* Portage Road.—1st, because the Country from the St. Lawrence to the southern boundary of the Province in the direction of a new communication is yet in a state of perfect wilderness, and it would be in vain to attempt the opening of a Road through such an extensive tract of Country but little known, and how much thereof is practicable for settlements being still unknown.—And 2ndly. because no final decision on the subject of the boundary line between this Province and the United States, under the 5th Article of the Treaty of Ghent has been given.

Q. What is the course of the river St. John from Lake *Temiscouata* to the Bay of Funday, what is the general description of the water communication, and how far is it navigable and by what sort of crafts—and what are the obstructions by rapids, falls or otherwise?

A. The general course is about south east, and the distance down, by the rivers Madawaska and St. John to the Bay of Funday is about three hundred miles, the average breadth of the Madawaska is from five to ten chains, and that of the St. John from ten to twenty chains, until it widens considerably below *Presqu'Isle*. The waters rise considerably in the Fall and Spring of the year in both rivers.—The current is in some places very rapid, at others gentle—both are navigable for canoes and flat boats with the exception of those places or parts of the river obstructed by Falls or Rapids, at which places there are short portages, the principal are the Great Falls of 75 feet high, and the Little Falls near the confluence of the two rivers—as to Rapids there is one a little below the forks—from thence to the Great Falls the navigation is easy and fit for steam-boats, and so is the Madawaska above the Little Falls to Lake *Temiscouata*—then again from the Green River below the falls of the St. John, there are a few interruptions by Rapids—but of no great consequence—to *Presqu'Isle*; from *Presqu'Isle* to Frederickton, long intervals are to be found where steam-boats may ply down to Frederickton where vessels of 50 to 100 tons come up from the sea—The importance of this water communication is not sufficiently appreciated, and it may ultimately be found, that a Steam-Boat navigation may be

effected from the source of the River St. John, 50 or 60 miles from Quebec, at all events with few interruptions. For further information respecting this communication, I beg leave to refer to my *Topography of Canada*.

Q. What is the distance from the St. Lawrence at l'Islet to the River St. John?

A. Perhaps about fourteen leagues.

Q. What is the depth of the Settlements of l'Islet?

A. About a league and a half.

Q. Would there be any and what advantage derived by the opening of such a Road, and is the St. John navigable at the point such a Road would strike and for what distance?

A. The River St. John is navigable nearly from its source to its confluence with the River Madawaska, and from where such a Road would intersect it—the distance to the junction of the two Rivers may be said to be from twenty five to thirty Leagues by the courses of the River; upon the borders of which a chain of Townships might be laid out to advantage for Emigrant Settlements, and the surplus population, the Militia of this Province, and more particularly for those residing in that direction, indeed from the general course of the River St. John which takes its source near that of the Etchemin (I believe in Standon) to the *Madawaska* and running as it does, nearly parallel to the St. Lawrence, I have always viewed the same as offering a fair and extensive field for settlements which would in a short time be connected with those on the St. Lawrence by various roads traversing therefrom.

Q. What is the breadth and depth of the River St. John from its source to its confluence with the *Madawaska*, and is it a rapid river or otherwise, and for what description of vessels is it navigable?

A. I have no personal knowledge of that River from the *Madawaska* to its source, but have been informed that it was navigable for Boats of every description and was not interrupted by Rapids. At its confluence with the *Madawaska* it is 15 or 20 Chains wide. I believe tolerably deep: but a short distance below the forks, there is a rapid, and the water is very shallow.

Q. How far is the *Madawaska* navigable, for what description of Vessels and what is the general description of that River?

A. With the exception of the little Falls at its confluence with the St. John it may be said to be navigable for Boats of every description and like the St. John, there are shallow parts but no rapids. It is 30 miles to Lake *Temiscouata*, on which Lake

Vessels of burthen may navigate, and indeed I am of opinion a Steam-Boat might ply from that Lake to the Little Falls. The Current is gentle and the River may be said to be about from five to ten Chains wide. The Banks of the River are generally low and the Lands fit for Settlement. There are some at present in progress such as the Trout and Birch River Settlements, composed of disbanded Veteran Soldiers.

[COMMISSION of Jos. BOUCHETTE, Esq.]

(Signed) ROB. S. MILNES,

Lieutenant Governor.

PROVINCE OF LOWER-CANADA.

GEORGE the THIRD, by the Grace of GOD, of the United Kingdom of Great Britain and Ireland King, Defender of the Faith;—

Fiat.
Recorder in the Register's Office of Enrollment, at Quebec, on Tuesday the 1st day of November 1803, in the second Register of Letters Patent and Commissions, folio 124.

(Signed)

NATH. TAYLOR,
Dep. Reg.

To all to whom these Presents shall come, Greeting: KNOW YE that we reposing especial trust and confidence in the abilities, experience, care and fidelity of our trusty and well beloved Joseph Bouchette, Esquire, have nominated, constituted and appointed, and by these Presents do nominate, constitute and appoint him, the said Joseph Bouchette, to be our Surveyor General for the admeasuring, surveying and setting out of Lands in our Province of Lower-Canada in America, in the room, place and stead of Samuel Holland, Esquire, lately deceased, with power to the said Joseph Bouchette to do, execute and perform by himself or his sufficient Deputy or Deputies all things whatsoever belonging to the said Office, to have, hold, execute and enjoy the said Office during our Pleasure, together with all Salaries, Fees, perquisites, Profits and Advantages thereunto of right belonging or appertaining: And we do hereby charge and require him, the said Joseph Bouchette, in the execution of the Trust hereby committed unto him and in all things concerning the same, to observe, follow and govern himself according to such Orders, Rules and Instructions as he shall receive from us by any Warrant or Writing under our Royal Sign manual, or under the Hand and Seal at Arms, of our Governor, Lieutenant Governor or other Person administering the Government of our said Province for the time being. In Testimony whereof, we have caused the Great Seal of our said Province of Lower Canada to be hereunto affixed, and the same to be entered of Record in our Registrar's Office or Office of Enrollments for our said Province. Witness our Trusty and Well beloved Sir Robert Shore Milnes, Baronet, our Lieutenant-Governor of and for our said Province of Lower-Canada, at our Castle of Saint Lewis, in our City

of Quebec, in our said Province, the first day of November, in the year of our Lord Christ one thousand eight hundred and three, and in the forty fourth year of our Reign.

(Signed) NATH. TAYLOR,
Dy. Secy.

(Signed) R. S. M.

I do hereby certify the foregoing to be a true Copy of the Entry as found on Record in the Office of Enrollments at Quebec, in Register of Commissions and Letters Patent No. 2, folio 124.
Provincial Secretary's Office,
Quebec, 4th February 1824.

Ls. MONTIZAMBERT,
Actg. Prov. Secy. and Reg.

Major Elliot appeared before your Committee and answered as follows :

Q. Have you had any and what means of becoming acquainted with the Country lying on the southern shore of the St. Lawrence, between this Province and New Brunswick ?

A. In the month of July last I was employed by His Excellency the Governor General to examine that part of the line of communication which lies between the River St. Lawrence and the *Madawaska* Settlement, with a view to ascertain if it were advisable to give a different direction to the Road across the *portage of Temiscouata* &c. and also to enquire into the state of such of the Pensioners as might remain on that portion of the line.

Q. Will you state to the Committee the streams and Lakes, their size and course respectively, how and for what distance navigable, and what species of fish are found therein, as far as the same came under your observation ?

A. The largest stream on the Portage is the River du Loup which crosses it about five miles from Côté's on the St. Lawrence, and runs in a north westerly direction towards that River, into which it falls. Its breadth at the bridge is about 80 or 90 yards, with high steep banks, but is very shallow, being hardly navigable for a bark Canoe ; the bridge at this place is a flat wooden one appearing well constructed and in good repair.

The little River du Loup about one mile further on runs in a southerly direction and is about twelve or fourteen feet wide, very shallow and is merely a branch of the above, which it falls into above the bridge.

The St. Francis, sixteen miles from the St. Lawrence is about thirty feet wide and very shallow, this is the only river on the Portage, which runs continually in a southern direction and is said to fall into the St. John.

In addition to the above named Streams there are the *Verte, Grand, Petite Fourche* and Little, Rivers, all of which are from fifteen to twenty-five feet wide, besides a number of smaller ones which vary from ten to fifteen feet in width, and also run towards the north; these different streams are all very shallow and in general supplied with Trout and other small fish.

In exploring to the north of the Portage, I came upon the banks of a small Lake of about three miles in circumference, its average breadth being about one quarter of a mile, and on the south I saw two more, one of which appeared to be about three and the other from five to six miles in circumference, but not having made any survey of their exact positions, and my guides having told me they had no names, I can give no further information respecting them, except that they are said to abound with Fish and that the land about them appeared in many places fit for cultivation.

My guides also informed me there were two Lakes on the north (which I did not see) of larger dimensions, which from their account appeared to be situated somewhere about three leagues from the Lake Temiscouata and nearly the same distance from the Portage Road.

The River Cabinot runs into the Lake Temiscouata to the south of the Portage about three miles from Long's and is said to be thirty feet wide, but no great depth.

The Lake Temiscouata is a very fine sheet of water, said to be 27 miles long, averaging I should suppose one mile in breadth and is of a sufficient depth to be navigated by Vessels of considerable burthen, this Lake is said to abound with most of the varieties of Fish usually found in the waters of this Country, among which is a species of Salmon or Lake Trout weighing from ten to twenty pounds, which the Settlers frequently spear.

Q. What is the nature of the Climate and what is the general appearance of the Country?

A. Having only visited the section of the Country once and that in the month of July last, I can merely observe that there appears little difference of climate between it and Quebec—I was however informed by the settlers that wheat is an uncertain crop, and that they are more subject to frosts in the Autumn, which sometimes destroys their Potatoes: this evil may in a great measure be removed when a greater space is cleared.

In exploring the Country to the right and left of the Portage I proceeded as far as three leagues distant from it, and found the general appearance of the Country very uneven, being a continued succession of mountains separated by cedar swamps, extending in many instances from one or two leagues, and my guides informed me they were much more extensive.

Q. What is the quality of the soil and its susceptibility of cultivation ?

A. The swamps when cleared and drained would prove valuable as meadow Lands, the soil being in many places very deep ; but the mountainous parts with little exception are very rocky and gravelly, consequently but little suited to the purposes of Agriculture, there are however spots of some extent every here and there covered with sugar maple and other hard wood well worth attention ; but so long as the road remains in its present truly wretched state, the man must be little less than Insane who settles upon it without promises of great assistance.

Q. What description of Timber did you observe ?

A. The timber found on this tract is principally composed of cedars, *Sapins*, Pines, Hemlock and Bass, interspersed with a few groves of Maple and a sprinkling of Beech or Birch.

The trees are in many places of an unusual size, particularly the Cedars, some few Pines and Hemlock.

Q. What are the animal, vegetable and mineral productions of this tract of Country ?

A. I saw no animals except a very few Birds ; tracks of Bears, Deer, Rabbits and one Beaver Dam were to be seen and my guides who go out every winter to hunt for those animals as well as the Martin, Otter and Musquash, say they are not very abundant, and that they are evidently decreasing in numbers.

With regard to the vegetable productions there appears to be no variation from those which are to be found in the neighbourhood of Quebec.

As to minerals I had no time to make any particular search after them, and the only production of any importance that I am aware of, is a bed of excellent lime found on the shore of Lake *Temisconata* by Colonel Fraser.

Q. What was your Route ?

A. I went from Quebec near to Kamouraska by water, and from thence by land to Long's at the end of the Portage, which I sketched as I went along.

Q. What is the character of the River *Madawaska* its size and navigability ?

A. This River is formed by the waters of the Lake *Temiscouata*, from which it issues at its southern extremity and is about twenty-eight miles long, falling into the St. John at the head of what is called the *Madawaska* settlement.

Its breadth varies from ninety to one hundred and fifty yards and in many parts very shallow during the summer months, indeed so much so, as to render it not navigable for any thing but a Canoe; it is however possible that it might be navigated by very flatly constructed Boats, but the strength of the current would make it difficult to get them up again; in the spring I am told large Rafts of Timber descend this River; the little Falls, which are within a short distance of its junction with the St. John, render a Portage of from fifty to a hundred yards necessary even with a Canoe.

There is a great abundance of the usual varieties of fish in this River as well as in the Bouleau, Perche and Trout Rivers, which are from twenty to thirty feet wide each and all fall into this River.

The land on the banks of the *Madawaska* and its tributary streams, as far as I explored them, appeared to be in most places of a superior quality.

There is very much wanted a road from Long's at the end of the Portage to pass near the edge of the Lake and to terminate at the Degelé, a distance of about fifteen miles, which would connect the Portage with a road opened two years ago by the Province of New Brunswick, which Mr. Ebert of *Madawaska* said he understood had cost three hundred pounds for an extent of twenty-eight miles of twelve feet wide.

Q. Do many persons travel that route, at what seasons of the year, and for what purposes?

A. I was on the Portage eight or ten days and during that period met generally two or three families who seemed mostly to be poor persons removing from one Province to the other.

The Storekeepers at *Madawaska* generally bring their Peltries to Quebec, and purchase their goods here in preference to getting them at Fredericton; the reason assigned to me was that the passage up the River St. John was tedious, and Merchandize was cheaper at Quebec, where the Merchants import their Goods direct from England, whereas those imported at Fredericton must have been transhipped at St. John's and conveyed from thence up that River in smaller Craft, and as I was informed the Merchants at Fredericton obtain all their supplies from those at St. John, the Importers, they must of course add to the original price the costs and charges at that Port in addition to their own profit.

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I have therefore little doubt that with the exception of Lumber the whole trade of that part of the Country would come to Quebec if there was a good Road.

Q. What is the extent and description of the Settlements upon that portion of the St. John that lies within this Province upon the *Madawaska* River and the Lake *Temiscouata*?

A. I cannot say exactly where the Boundary between the two Provinces terminates.

There were only three Families on the shores of the Lake *Temiscouata* besides Colonel Fraser's, the Seignior, who went there this year for the purpose of Settling it.

On the Banks of the *Madawaska* River there are five Families and eight new clearings begun last year, with every appearance of Families Settling on them, and as the Land on both sides of this River is in most places of a superior quality, I have no doubt with good Roads every inch of it would be soon settled.

The object of my visit to the *Madawaska* Settlement being accomplished on my arrival at the upper end of it, and being limited as to my time, I did not proceed more than four miles down the St. John, but on this space there was every appearance of comfort and the highest state of cultivation; the lands bordering on the River being remarkably fine and the farms joining one another the same as on the old Settlements on the Banks of the St. Lawrence.

The Inhabitants are almost all of French extraction and Catholics, I took advantage of being there on a Sunday to go to their Church, which although of considerable dimensions was as full as it could hold, there being apparently from three to four hundred persons present, who for their station in life were well dressed.

They are said to have no Medical man in the Settlement, which extends about 25 miles down the River and contains a population of from seven to nine hundred Souls, who had every appearance of being remarkably healthy.

The following Questions were sent by the Committee to divers gentlemen in the Country.

1st.—Q. Have you had any and what means of becoming acquainted with the River Saguenay or Lake St. John, and the Streams and Rivers which fall into them respectively?

2d.—Q. What is the length, breadth, depth, and course of the River Saguenay?

3d.—Q. What are the Streams which fall into that River or into

Lake St. John, their length, breadth, depth and course respectively, how and for what distance navigable, and what species of Fish are found in the said River Saguenay, or in Lake St. John, or in the Streams which empty themselves into either of them?

4th.—Q. What are the Lakes in the Country commonly called King's Posts, and what are their sizes, shapes, positions, depth of water, and susceptibility of navigation respectively:—and what are the various species of Fish produced therein and in what quantities?

5th.—Q. What is the size, shape & extent, & of what depth of water is Lake Mistassinis situate upon the height of land between Hudson's Bay and Lake St. John, and what species of Fish are produced therein?

6th.—Q. What is the distance of the sources of the River St. Maurice, or the Black River as it is sometimes called, and the sources of the Gatineau River from the sources of the Rivers that empty into Lake St. John, describe particularly the appearance of the Country, and the sources of these and of any other Rivers which take their rise therein, as well from your own observation as from information upon which you can depend?

7th.—Q. Is it practicable to ascend the Saguenay in Indian Canoes, pass through Lake St. John ascend one of the streams which fall into it, and after any, and what portages descend the St. Maurice at Three-Rivers; and has this Route been practised for any and what length of time and by whom, and what are the difficulties, obstructions or dangers to be encountered upon the said Route, and are there any Trading Posts upon the same, and if so, how long have they been established, and what is their number and how situated?

8th.—Q. What are the advantages and disadvantages of the Port of Tadoussac, and when does the navigation of the Gulph from that Port commence and end, and at what period of time is the Saguenay frozen over, and when does the ice disappear therefrom?

9th.—Q. What are the animal, vegetable and mineral productions of the Country commonly called the King's Posts?

10th.—Q. What is the quality of the soil and Timber, the climate, extent of cultivable ground, as well of the Country lying between the mouth of the Saguenay and Lake Mistassinis, as of the Country lying between the sources of the St. Maurice, and the cultivated parts of the District of Three-Rivers near its mouth, and what is the course, depth and breadth of the said River St. Maurice, and are there any and what obstructions to its navigation, and what is the nature and description of the interior Country lying behind the existing settlements, bounded on the one side by the Saguenay, Lake St. John, and the streams which fall into the latter Lake, and on the other side by the River St. Maurice?

11th.—Q. Have you had any, and what means of becoming acquainted with the Country which lies with the St. Maurice on one side and the River Ottawa on the other, and if so are there any and what navigable streams therein, and how navigable, and for what distance, and are there any and what Lakes in the said Tract of Country and what is

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their size, depth and situation, and do they produce any and what species of Fish, and what is the climate and quality of the soil, what Trees grow in the said Country, of what size, and what are the vegetable, animal and mineral productions of the same?

12th.—Q. Are there now in the said two Tracts of Country any Tribes of Indians, and what are their numbers, manners and means of obtaining a livelihood, and have their numbers increased or diminished since you first became acquainted with them, and if they have so increased, or diminished to what cause or causes do you attribute their increase or diminution?

13th.—Q. Are there any and what Traditions amongst the said Indians relative to the late order of Jesuits, and to their labours amongst them?

To the foregoing Questions the following Answers were transmitted to the Committee by *Charles Taché*, the Elder, of Kamouraska, Esquire.

1. I know the River Saguenay, Lake St John, and its vicinity, as having resided and been in that Country thirty years.

2. The River Saguenay from Tadoussac at its mouth as far as Cape à l'est, is nearly twenty leagues in length by more than half a league in breadth, there it forms on the left a considerable Bay called *Ha ha Bay*, and bending northwards it is contracted to one quarter of a league in breadth, as far as the Fall of the Grand Portage, which forms a distance of nearly ten leagues from Cape à l'est, and thirty leagues from Tadoussac.

3. The Rivers *Ste. Marguerite*, *St. Jean*, the lesser *Saguenay*, *La Trinité*, *Caribou*, *Outardes*, *Válin*, *Pissaoutiche*, *Chicoutimy*, and the River of broken Lands, empty themselves into the River Saguenay. The River Saguenay is navigable for the largest Vessels which sail on the Ocean as far as *Cap à l'est*, and thence to the great carrying place already mentioned for vessels, of from eighty to one hundred tons. The other Rivers are inconsiderable, they are nearly such as the River St. Charles is in the vicinity of Quebec. The Fish in the Saguenay are the *Gibbard* a kind of small Whale, which never ascends above Cape à l'est, the Porpoise, Sturgeon, Seal, Salmon, Pike, White Fish, Pickerel and Trout.

Lake St. John situate about thirty-five leagues from *Chicoutimy* and sixty leagues west north west of Tadoussac, is nearly forty leagues in circumference. Its outlet forms the Saguenay. Into this Lake the Rivers *Belle Rivière*, *Metabitchouane*, *Mitabetchouanish*, *Viatchouane*, *Uniatchouanish*, *Chuamoushuane*, *Mistasia* and *Perchaca* empty themselves. Each of those Rivers is na-

vigable for large Batteaux for many leagues, and farther on for Bark Canoes. Lake St. John is navigable for small Vessels of between thirty and forty Tons, and abounds in Fish of various kinds, as Pike, Pickerel, Trout, *Awenanish*, the most delicious Fish in the world. There are also Salmon in the River à l'Ours which flows into the River *Chuamoushuane*.

4. Leaving the Saguenay at *Chicoulimy* and following the River of that name on the left for seven leagues Lake *Chinouagomy* is reached which is about seven leagues long and more than half a league wide, navigable for vessels of sixty or eighty Tons. There is then a carrying place of about half a league, after which is a small Lake called *Chinouagomichiche*, of about three leagues, which has a narrow outlet winding among Alders which connects it with the *Belle Rivière* which is ultimately lost in lake St. John. On ascending the River *Chuamoushuane*, there are on the right and left several small Lakes, and thirty-five or forty leagues from Lake St. John the River *Chigoubiche* on the left is entered. It has two branches forming an Angle like that of the Rivers *Richelieu* and *St. Lawrence*. Ascending that River Lake *Chigoubiche* is met, which is about three leagues long, shallow and separated by only one carrying place from Lake *Chuamoushuane* the latter being nearly seven leagues long, shallow, yet deep enough, as is also the *Chigoubiche*, to carry large Bateaux. From Lake *Chuamoushuane* to Lake *Mistassinis* the distance is nearly sixty leagues. On that Route lies Lake *Utsissagomo* (vomiting Lake) about thirty leagues in circumference, full of Islands and abounding in Fish. Next is Lake *Ukanattii* (the Lake of Crooked Mountains) about ten leagues long and three leagues broad, very deep and abounding in Fish. A single carrying place separates it from the great Lake *Mistassinis*. The latter empties itself into *Hudson's Bay* by the River *Rupert* and another outlet.

5. The dimensions form and extent of that Lake is not well known. According to the Report of the Indians it greatly exceeds Lake *Ontario* in extent. It is very deep. Pike, White Fish and Pickerel of considerable size and exquisite quality are taken there. There is also a kind of Trout called by the Aborigines *Mingoache*, which weighs as much as two of our largest Salmon.

6. I do not know the sources of that River. The Country from *Cape à Pest* on the Saguenay as far as the sources of the River *Saint Maurice*, a track from East to West of about seventy or eighty leagues and from forty or fifty leagues from North to South, is extremely fertile—the Climate is nearly as good as at *Quebec*, for all that land has a southern aspect and is sheltered

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from the north wind, and the more so the nearer the foot of the chain of Mountains at the height of the land is approached.

7. I am not well acquainted with the route from Lake *Chumoushouane* to the sources of the River Saint Lawrence. I know from the Report of the Indians that there is access thereto by several Rivers and Lakes in large Canoes of four seats. Between *Taloussac* and Lake *Chumoushuane* there are three trading Posts, that is to say *Chicoutimi*, Lake St. John and *Chumoushuane*, I do not well know how long they have been established.

8. That Harbour is sheltered from almost every wind, it is very deep, the ice forms there much later than at Quebec, and disappears much earlier, which is occasioned by the extreme depth of the waters which are much more salt than to the southwards, and by the prevalence of North-West winds in Spring and Fall, which drive to the southwards all the broken ice which is formed at the mouths of fresh water Rivers.

9. Caribou, Beaver, Bear, Lynx, Fox, Wolverine, Porcupine, Otter, Hare, Ground Hog, the Poll Cat, the Elk, the animal last mentioned has nearly disappeared—the Timber is white Pine, Yellow Pine, Red Pine, White Spruce, Red Spruce, Gray Spruce, Elm, Black Birch, Maple, Poplar, White Birch, Ash, Linden, and Cedar—I have never remarked whether there were any minerals.

10. What I have to say on that question is answered in the foregoing article.

11. I do not know that part of the Country.

12. There are in the tract of land I have described, Indians who are called the *Montagnais* Nation. Their number is very inconsiderable and has diminished during the last thirty years of my residence by at least one fourth—I have been told that it has diminished as much more since my leaving those Countries. The occasion of this diminution is in my opinion a want of the animals which that Nation used for their sustenance. The cause of the destruction of those animals is of very remote date. The company of the Indies which had an exclusive right to the trade having greatly enhanced the value of Elk Skins which then abounded in that Country, induced the Nation to destroy that animal merely for the sake of his skin. The avidity natural to the human heart and which the savage and the civilized man alike experience, induced that improvident nation to destroy almost totally the species of animal which supplied their chief subsistence. From that time the nation has been gradually decreasing.

13. It appears from the Report of the Indians, that the Jesuits who went to settle at Lake St. John, in the Reign of Louis XIV,

at which time the *Montagnais* Nation was in its highest prosperity, were six in number—that they had settled there under pretext of diffusing christianity among the Indians—they only cultivated the soil for the wants of their settlement. They prevailed on almost all the Indians to become Christians and had the greatest influence over them.

All was well for some years, but the Company of the Indies having perceived that the Reverend Fathers, with Rosaries, small crosses, relics and an abundance of prayers, procured more Furs and of a quality superior to that of those which the Company could procure with Merchandise, which they imported at great expense from Europe, succeeded in sending the Reverend Fathers to sell their Merchandise elsewhere.

(Signed) CHARLES TACHE', the Elder.

Henry Cowan, Esquire, Post-Master of Quebec, answered as follows :

Q. What was the original route from Quebec to Halifax via St. John, and what is the present route; what are the respective distances, and what time did the couriers take to perform the journey by the old route, and what time do they now take to perform it by the new route?

A. The Halifax Mail by the old route via St. John was from twenty eight to thirty-two days before it was received at Quebec, it is now received by the way of Frederickton as per Way Bill herewith in fourteen or eighteen days; as much depends on the state of the roads, the Courier employed between Quebec and Frederickton is from nine to eleven days; between Frederickton and Halifax five or seven days; distance 636½ miles.

WAY BILL FROM HALIFAX TO QUEBEC.

Haste! Haste! Post Haste!

To the several Couriers on the Route.

You are hereby Ordered to use the utmost diligence in your respective Stages, to convey in safety, and with the greatest possible speed, the Mail herewith delivered to you.—You are to shew this Way Bill to the Post Masters on your route, who are required to note the day of the month and the exact time of the day of your arrival at their Offices respectively; together with the time when the Mail is again by them set in motion, with

the name of the Courier into whose charge it is given : And the Courier will himself set down the Time of his Arrival at, and Departure from, any of the places named in this Bill, at which there is no Post Master—And wherever any unavoidable detention may have happened, it must be noted in the proper column, and certified by the next Post Master, or by a Magistrate, or by some credible person residing where the delay happened.—And hereof you are not to fail.

By Order of the Deputy Post Master General,

J. HOWE, Junr.

1821	Departure and arrivals.		Dist. in Miles.	Post-Masters and couriers names.
Date	Hour	Stages		
Thursday Dec. 20	2 P. M.	Despatched from the Post Office at Halifax, At Keys,		J. Howe, Junr. Post Master, Samuel Polleys, Courier,
	21 10 A. M.	Received at Truro,	52	Wm. Dickson, Post Master,
	10½ Do.	Left Truro,	52	M. Summares, Courier,
	5½ Do.	At top of Cobiaind Mountain,	28	M. Summares,
	6 P. M.	Ditto, Ditto,		J. Worden, Courier,
	22 7 A. M.	Received at Fort Lawrence, Left Fort Lawrence,	38½	Thomas Roach, Post Master, Isaac Gordon, Courier,
	22 2½ P. M.	Dorchester Court House to Exchange Mails,	24½	Joseph Brannan, Courier,
	22 2 P. M.	Left Ditto, Coon's Pedicodiack,	20	G. Pitfield, Courier,
	23 6 A. M.	At Blackerey's, Spicer's Sussex Vale,		
	10 P. M.	At Crumbly, is to be left and receiv'd,	51	E. Dibbles, Courier,
	23 3 P. M.	Received at Fredericton, Left Fredericton,	54	A. Hamilton, Post Master, A. Martin, Courier,
	5 Do.	At Niklwiki River, Maduxnikik, Presque Isle,	24 26 24	
		The Rock Tobique,	24	
	arrived 30 2 P. M.	The Great Falls, The Grand River, Indian Village at the mouth of Madawaska River, White Birch River, Paradis' Mountains, River des Caps, River Ouelle, St. Jean, Berthier.	28 15 30 24 28½ 29½ 23½ 24 52½ 25½	
1822	Jany. 7 8 A. M.	Received at Quebec,	656½	

Hr. COWAN, Post-Master.

Edward Isaac Mann, Esquire, appeared before your Committee and answered as follows :

Q.—Where does the River Saint John take its source, what is its usual distance from the St. Lawrence, its course, breadth and depth, and how far is it Navigable and for what description of Vessels or Boats ?

A.—I have never travelled up the River St. John, further than the settlement of *Madawaska*, but I am informed that it takes its source near the River Chaudière, and runs thence in a very winding course about east to *Madawaska*—its general distance from the St. Lawrence is from twelve to fifteen leagues—it is Navigable for a considerable distance above *Madawaska* for flat bottomed boats of a large description, and for Canoes—it is from one hundred to one hundred and fifty yards wide.

Q.—Are there any falls in it ?

A.—I believe not of any consequence, I learn that this River has been lately explored a long distance above or West of *Madawaska*, and that there is a fine tract of level Country on its Shores, where large quantities of Red and White Pine Timber, have been found, and a great number of Lumber-Men are now employed in getting out timber, and this induces me to suppose that there exist no considerable falls in this River.

Q.—Have you any idea what the quality of the Land is which lies between the River St. John and the Parishes of Beaumont, St. Michel and St. Thomas, and what distance is the River St. John, in those parts from the St. Lawrence ?

A.—The land in these parts is reported to be of excellent quality, the distance of the St. John from the St. Lawrence, I have already stated in my answer to a former question.

Q.—To what depth do the old settlements extend in the tract lying between Point Levi and Cacona ?

A.—From three to four leagues in some places, and not so far South in others ?

Q.—At what distance are the Mountains generally from the St. Lawrence in that Tract of Country ?

A.—From six to seven leagues in general, but in some places considerably farther South, say eight or nine leagues.

Q.—What would be the probable distance of Fredericton from the St. Lawrence, following a Road traversing the Mountains at the most convenient place, and proceeding as nearly as possible in a straight line 'till you reach Fredericton ?

A.—Not understanding from what part of the St. Lawrence, this Road is contemplated to set off, I cannot form an idea what

will be the probable distance, nor how a straight Road can be made from the St. Lawrence to Fredericton, even should it commence so low down as *Grand Mitis*, without passing through a considerable tract of land claimed by the United States according to the Treaty of Ghent.—In my opinion the only and most eligible route to avoid the United States Territory, would be to run the Road from *Grand Mitis*, to the Head of *Chaleurs* Bay, striking *Matapediac* Lake and along its discharge to the Ristigouche, thence to the Head of *Chaleurs* Bay crossing the River which is the Boundary between this Province, and New-Brunswick at the Indian Village, and following the South Shore of the Bay of *Chaleurs* to the Harbour of *Nepisquit*, eighteen leagues from whence there is a straight Post Road forty-four miles to *Miramichi*, and from thence to Fredericton.—*Grand Mitis*, is sixty one leagues distant from Quebec, thence the Road requires to be made as far as the above Indian Village in this Province, a distance of about 90 or 100 miles, which has been carefully explored in the winter of 1821 and 1822, and fairly ascertained to be susceptible of a good Road.—The lands on the Route between the Indian Village and *Nepisquit*, a distance of twenty leagues, are mostly all settled and a good Road will soon be completed thro' that settlement by the Inhabitants.

Q.—What would be the probable Expense of such a Road, making it in a sufficient, but least expensive manner?

A.—I am of opinion that a Road of twelve feet wide cutting down all Trees that hang towards the Road and are liable to fall into it, whatever the distance may be, particularly spruce and fir, for a distance of thirty feet at each side, might be made through that tract for from ten to twelve Pounds a mile, exclusive of bridging, ditching and caufewaying.

Q.—What is the Route now used by the Courier in conveying the Mail from Quebec to Fredericton? Describe the Route that has been and is now used particularly?

A.—Not having had occasion to travel on that Route and the conveyance of the Mail between Quebec and Halifax, having been lately altered, I cannot give any correct idea on this subject, but refer to the Post Master here who doubtless can give the required information.

Q.—What do you conceive is the distance between Quebec and Fredericton, as travelled by the Courier by the present Route?

A.—Not having travelled from Fredericton to *Madawaska*, I have no recollection of the distance between these two places, but

from the latter to Quebec is about sixty-five leagues, and the Post Master here can inform as to the remaining distance.

Q.—Have you at any time and when explored the Country, lying between the Great Falls of St. John and the old settlements on the South shore of the St. Lawrence at or near Kamouraska.

A.—Yes, I did so in the winter of 1787 and 1788, and subsequently seven or eight times, but only as a Common Traveller from Ristigouche to Quebec, striking the St. John a few miles above the Great-falls, thence across *Temiscouata* Lake and the Portage, out to the Parish *St. André*, on the South shore of the St. Lawrence, about thirty eight leagues below Quebec.

Q.—Did you ever explore the Country lying between the Parish of *Mitis* on the St. Lawrence, and the head of the *Baie* of *Chaleur*, and if so at what time and upon what occasion?

A.—I had this Route explored in the months of December and January of the years 1821 and 1822 as one of the Commissioners for the Internal Communications of the Inferior District of Gaspé, for the express purpose of ascertaining a Route of Communication between the Parish of Little *Mitis*, situate about sixty-four leagues below Quebec on the South shore of the St. Lawrence, and the head of the Bay of *Chaleurs*, as was contemplated by a Grant of £1000 from the Legislature of this Province, to open a Road between these two points, a distance of about one hundred miles.

Q.—State particularly the Expence of the said exploring, the number of men, & the time employed & generally the circumstances and manner of it, and the practical results to which you came?

A.—As one of the Commissioners for the Internal Communications of the Inferior District of Gaspé in December 1821, I fitted out a well chosen party of four white men and two Indians, who were employed in exploring the before mentioned Tract during the period of thirty-six days, which with the Report of their proceedings; together with a Map and description of the Tract of Country they explored cost one hundred and sixty-three Pounds, a Copy of which Report and description being voluminous, I herewith submit, as also the above mentioned Map for further particulars.

Q.—What is the most convenient, effectual, and least Expensive mode of exploring a New Country, with a view of making a Road through it, giving the details of the number of persons to be employed, the time that the exploring would take, the circumstances which might shorten or lengthen that time, and the Expences per day?

A.—This question can only be answered as it merits, when the importance, extent and description of the Road is known; say for

a Road of importance every possible caution and exertion should be closely attended to in laying it out with the utmost care and disinterested prudence, which unfortunately has been too little attended to lately in this Province, if *Public Reports speak true*. In my opinion the person employed in such duty should be well paid & of unexceptionable and *disinterested character*, who acting on the latter principle might save a great deal *although well paid*.—For a Road of importance, nine or ten men would be necessary, say three Surveyors at 15s. each per day, one of whom to proceed on the direct line through the tract of Country where the Road is contemplated to run, the two others cruising in a half circular direction on each side of the straight line proposed, to meet every one, two or three days the Surveyor on the straight line as circumstances may require, and there compare and form their observations. The Surveyor who proceeds on the straight line should be accompanied by three trusty men to blaze the Trees on the track he pursues, in such way that his Route may be easily found by those who may follow him; the two other Surveyors cruising as above should each be accompanied by one man, and two men may be required to transport provisions &c. on the straight line, these men accompanying the Surveyors may be employed at 3s. per day, or probably less and the party may be expected to proceed so as to carry the straight line at the rate of about three miles per day, making allowance for usual tracts of rough Country and bad weather, and at the Expense of about £3 6 0 besides the usual Rations say 2s. per day, for each man will bring the total cost of Survey about 29s. per mile.

REPORT referred to in the foregoing Examination.

REMARKS respecting the District of Gaspé relative to a Communication from the Bay of Chaleurs to the River Saint Lawrence.

Having in 1819 visited the District of Gaspé in the capacity of Surveyor to the Commission for settling the Land Claims of the Inhabitants of that District, it enables me now to offer a few general observations as respects its local situation and its relative advantages.

Gaspé may be esteemed among the most eligible situations for commerce in British America, from its numerous Harbours, wherein Vessels of any burden can lie in perfect security; two in particular deserve to be mentioned, the south-west arm of Gaspé Bay and the Bay of Ristigouche, which afford good Anchorage and an easy resort for vessels during the most violent tempests, which prevail in the Gulph at certain seasons of the year, and that District, from its peculiar situation as a peninsula

being bounded by the County of Cornwallis and the River St. Lawrence on the north, the Gulph of St. Lawrence on the east, the Bay of Chaleur and the River *Ristigouche* or the Province of New Brunswick on the south, and the District of Quebec on the west, which is either by a line due north from the north-west angle of New-Brunswick, formed by the intersection of the Boundary Line between the United States and His Britannic Majesty's Territories, to the southern limits of the County of Cornwallis, or occupying the whole space of country parallel to the said county to the *Madawaska* River, is rendered susceptible from the intrinsic worth of its soil, the natural wealth derived from its abundant and valuable Timber and its extensive Fisheries, of becoming at no very distant period, by due regard to the effectual means of ameliorating the state of the country, and stimulating the rising population to agricultural pursuits, a District not inferior to any in Canada.

The land in general, which is of an excellent quality, abounds with a variety of Timber, as Maple, Beech, Birch, Spruce, &c. and almost inexhaustible Pineries, which together with the Cod and Salmon Fisheries form the staple commodities for exportation. The whole District is remarkably well watered with numerous Streams which take their rise in the mountains that bound the River St. Lawrence, and then flowing in various directions to the Bay of Chaleurs, the Gulph and River St. Lawrence abounding with various kinds of Fish, and mostly all traversing tracts of land clothed with immense Pineries. But notwithstanding those real advantages in the richness of its soil, &c. the District of Gaspé compared with its neighbouring Province, on the opposite side of the Bay of Chaleur, is obviously backward as respects Agriculture, an object which ultimately forms the permanent wealth of a country when its other resources are exhausted. This tardiness may in some measure be attributed to the extensive Fisheries and Lumber Trade, which form the chief occupation of its Inhabitants, who in the anticipation of wages are loath to apply themselves to tilling a few acres of ground, that might when wearied of the Axe and Line afford them a peaceable retreat. Thus a valuable tract of country is left in almost a state of native barrenness, bereaved of its wealth by benefiting some individuals, without its reaping an adequate return.

But I suspect another cause which has sensibly conspired unfavourably to agriculture, besides the uneasiness which must have prevailed in the minds of the Inhabitants respecting their Land Claims; and that is, the deficiency under which it actually labors of efficient Roads between the several parts of the District, and one main Road to the Capital. Nothing can militate more against the progressive improvement or settlement of any new country, as well as operate against an object so desirable as agriculture, than this defect, whilst on the other hand no greater and more effectual stimulus can be given to industry, than the opening of a new Road, so gratifying to Settlers, being enabled by these means of lending or receiving assistance, or communicating with their more distant neighbours.

The District of Gaspé thus destitute of so important a land communication with Quebec, a water communication is generally practised, thereby exposed to the many casualties attendant upon a sea voyage, and a dangerous and iron bound shore, along which on leaving Gaspé Bay, in case of great stress of weather it is almost impossible to find a safe Harbor, if we except *Cape Chat*, which however must be approached with the greatest precaution, or be exposed to imminent danger. There is also an inland communication up the River Ristigouche to a small Portage on the River *Wagansis*, which strikes the Grand River, down the same to the *Madawaska* settlement on the River St. John, thence proceeds to Lake *Temiscouata*, and along the Portage Road, about thirteen leagues through a mountainous and barren Country to the St. Lawrence at River des Caps.

On examining the most correct Maps of that part of the Country, under consideration, it will be found that an easy and practicable Route could be established, and the shortest to the River St. Lawrence, along the River and Lake *Matapédia* to the head thereof, whence a Portage from twenty to twenty one miles in length, which lies through a cultivated country, leads to the River St. Lawrence a few miles below Mr. Macnider's Establishment in his Seigniory of Mitis, whence the Road to *Rimouski* lies along the beach, yet practicable for wheel carriages, much facilitated by the points of land having been cut across at the expence of that Individual.

The Commissioners having agreed upon returning by that communication to Quebec, it afforded me the means of making some Remarks which may, combined to other useful information, contribute to give a tolerably correct idea of the facility with which such an important object could be carried into effect, as connecting under various considerations a District which has almost apparently formed a portion not of Lower Canada, but of the Sister Province of New Brunswick. As I progressed in Canoe, I noted the course of the Rivers by compass, and estimated the distance by our rate of going, taking into balance the strong currents and rapids, which frequently rendered the reckoning of an intricate nature, from which I have been enabled to deduce the Plan to which these remarks are annexed, I also derived much information from an intelligent Indian who had repeatedly traversed the Country in his hunting rambles for the Beaver, the Martin and the Otter.

The River *Matapédia* rises in a spacious Lake at the highlands which separate the waters running into the River St. Lawrence from those which run towards the Sea, the same chain of Mountains now claimed by the United States as the northern boundary of the District of Maine, from whence it traverses in a général S. S. E. $\frac{1}{2}$ E. course through a valuable Country, till it disembogues itself in to the River Ristigouche.— Its Navigation is free to the Lakes, if we except a few bad rapids which are however no impediment in the Spring and Fall Seasons, when from its great depth of Water it is capable of bearing down small Vessels of

ten to twenty Tons with the greatest safety and facility.—This handsome River in its numerous and extensive branches, waters and enriches a large tract of excellent Country which are principally the *Piscaminean*, the *Casimiguagan*, the *Casupscull* and the *Humquin* Rivers.

From the Mission or Indian Village, the River *Ristigouche* is much interrupted by Shoals during the dry Season of the year to Mr. Adams's, a neat establishment and the last Settlement in the District.—The River forms between those two points a deep Bay, along which are settled from six to eight families much on the same system as that of our Canadian Farmers. At Mr. Adams' the Rivers is divided into numerous Channels by Islands, some of which are one to three miles long, the southern Channel is however the most navigable at all Seasons.—On the New Brunswick side flourishing Settlements are to be seen, which with the small Church of the Mission in the distant perspective, and the prominent Mountains to the South East, combine to enhance the beauty of the Landscape. Progressing upwards in a West and by South course from Mr. Adam's betwixt several Islands, which contract the Channel about the distance of one mile and a quarter, the River is interrupted by a considerable rapid, which is however easily surmounted by the surprising skill of the Indian in the management of his Canoe, so peculiar to the tribe which inhabit this part of the Country. At this place, on the South Shore, there is a good road that runs along the Bay of *Ristigouche*, on which are settled upon lots of two hundred acres each about forty families.

The land which assumes a highland appearance, descends in a gentle slope to the River and is thus rendered more practicable for a road, and eligible for settlers.—From this place the River takes a western course to the mouth of the *Matapedia*, interspersed with several small Islands—its banks are clothed with mixed Timber, amongst which however quantities of Pine may be clearly distinguished.—From the mouth of the *Matapedia* to a small Creek on the East side, the land rises gradually into steep and lofty Mountains; about a mile and a half above this Creek at a sudden bend the range of hills, which commence at Mr. Adam's running from thence in a North East Course, bear a prominent appearance, the principal Mountain called *Pectianook* rising from the River to a height of about three hundred feet.—The western shore also bears a bold aspect which here gives to the waters an apparent tinge of obscurity.—This mountainous appearance however, is not so prevalent on the Eastern Shore as we approach the *Piscamineau*, a River on which is built a Saw Mill appertaining to Messieurs Chamberlain and Rice, it affords immense quantities of Pine, which can be floated down to the Mills with facility for many miles in the interior of the Country.—From this River on both sides of the *Matapedia*, the land, with little exception although Mountainous, is fit for Agriculture to the River *Casimaguagan*, which discharges itself on the Eastern side, affording at its entrance a favorable Site for a Mill and excellent situation for Settlers It is I am informed navigable for many miles and abounds with valuable

Pinerias, about two miles above this river as well as two miles above this again are two handsome and navigable streams which also are lined with extensive Pinerias.—The Banks of the main River, from the *Cassimaquagan* upwards rise boldly, timbered with Maple, Birch and Pine, the River is frequently interrupted by rapids and strong Currents, which however do not obstruct the Navigation.—The Islands are numerous, some of which are of handsome extent. The soil in general from the prevalent quality of the timber is of a dark yellow loam, sometimes consisting of a subordinate bed or stratum of Clay which seems only to predominate in the Valleys and Intervals.—From this latter stream to the River *Casupscull* the general surface of the land seems to present also excellent spots for cultivation, as the land commonly descends by gradual Swells to the banks which are clothed with almost all the varieties of Timber peculiar to the growth of that part of the Country. The River *Casupscull* is the largest which empties itself into the *Matapedia*, coming from about a North East direction to its discharge on the Eastern side; it is, I am informed, navigable for fifty or sixty miles, as corroborated by a Report of an exploring Survey of that part of the Country. From thence the land is level, in some parts it appears to be swampy and low intervals until approaching the Lake called *Obstchquosquam*, where it rises in gentle slopes to the mountains. On entering upon the Lake, the eye is much relieved from the sameness existing when proceeding on the River, by the expansive sheet of water; the surrounding scenery delights at once the beholder from that symmetry in the works of nature which here seem to be providently bestowed. The land presents every appearance fit for cultivation, besides the abundance of Salmon, Trout, Pike, Eels and White Fish of a large description, which is to be found in the Lake. It is about three miles in length by one half, to a mile in breadth, and contains a great depth of water. From thence about one mile, there is a handsome stream on the western side about twenty yards wide, which is said also to be navigable; thence about half a mile the River is interrupted by a great Rapid bearing the same name as the last mentioned River.

The *Matapedia*, from the Lake to the chain of the *Obswantel* Lakes, about four miles, is constantly winding in a very irregular manner, and is more frequently impeded by Rapids; this chain of small Lakes affords many delightful seats for cultivation, from the excellence of the soil and timber, and the advantages of the Lakes, some of which are one mile by one half in breadth.

On leaving these small Lakes we enter upon Lake *Matapedia*, which may be estimated from fifteen to sixteen miles in length, and not upwards of a league in its greatest breadth. A charming combination of scenery is here afforded, the face of the country is elevated and bold, composed of a succession of hills rising from the waters and terminating to the view by distant ridges to the northward; the centre of the Lake is diversified by a cluster of Islands, which, with the extensive surface of

waters, the projecting points of the Lake, and the grandeur of the surrounding scenery, attracts the attention of the traveller. The land on either side of the Lake consists of Pine, Birch, Beech, Maple and a variety of other Trees. The Western shore would appear somewhat more level as the mountains recede from the Lake in about a south-west course. Besides the cluster of Islands, there are three or four other Islands mostly dispersed along the eastern shore. There are on that side of the Lake a few small streams, one in particular called *Wagansir*, which communicates by portage with some branches of River Mataue. On the Western shore there are also one or two streams which water the interior of the country.

This Lake, with a league in depth around it, was granted under the Feudal system in May 1694, to Nicolas Joseph Damour, and now appertaining to ——— Grant, Esquire and others:—It is a valuable tract of country, and would doubtless become by due encouragement to Settlers a flourishing part of Canada, as the Lake with other advantages, possesses abundance of Salmon, Trout and White Fish.

On the whole, I have remarked, it is navigable for Rafts of all kinds of Timber, with which the banks of this noble River are in various parts thickly covered. The Rapids in some places of the River, although of magnitude, will cause no injury or impediment to Rafts going down to the Ristigouche, while Canoes can ply during upwards of seven months between the Portage and the Indian Village. The country is in the greatest part wild and barren, the soil and timber are however of the best quality. The scenes which present themselves along the shore of the *Matapedia*, are in some places of a romantic description, and in others so beautifully picturesque, that they cannot fail to interest the spectator. It is in many places diversified with numerous Islands and handsome windings, sometimes its waters are contracted between stupendous mountains, at others they are expanded to a great extent between a fine open country.

The portage which communicates from the head of the Lake to the River St. Lawrence, is traversed by one or two prominent ridges of Mountains; the one near to the Lake called *Les Montagnes de Notre Dame*, commands a view of the whole Country to the Southward which appears to extend tolerably level for many miles.—The other is situated about half way across the Portage between the Rivers *Tuctigoo* and *Tuctigoussiche*, and the last highlands and the most remarkable are those which bound the St. Lawrence. The land throughout the Portage is commonly good for cultivation, with the exception of a few spots of Swamp and a few steep Mountains, which however could be easily obviated by making a circuit of the Mountains or causewaying the swampy portions. In particular as regards the Portage, which is at present merely an irregular Indian Path, I would refer to Mr. Mann from whom the principal information can be derived, as well as the corroborative report of the explorers who traced the Country from the Mission to the River St.

Lawrence, which, from its coincidence with my Notes, can doubtless be relied upon.

It will be perceived what would be the probable advantages of the road of communication along a navigable river, and through a Country wherein the surplus population of Lower-Canada, and the many families which annually emigrate from the Mother Country could be comfortably settled, besides the Expences necessary to be incurred (if justly applied) would be esteemed trivial, in comparison to the convenience to be derived by a new course of conveying the Mails from Quebec to Halifax, which from the facility of the Navigation afforded by the *Matapedia* would gain upon the present course of conveyance by the Portage of *Temiscouata*, thence down the river St. John, which runs nearly parallel to and a few miles from the line between the United States and New Brunswick Territories, where the American Settlements are advancing by rapid strides on the several branches of the *Penobscot*, and indeed on that very botndary Line.—In the event of differences between these Governments our mails must be exposed to danger, whilst a route which would obviate those apprehensions in benefitting the District of Gaspé, might be practised, first from Quebec to Mitis, thence across the Portage, wherein might be settled at *Tuctigos* and *Tuctigobschiche* (which is about half way) a few families, to the head of Lake *Matapedia* along the Eastern side thereof, which seems to be more suitable for a Road, to the *Cassupscull*, where again some families might be also settled, and proceeding still along the Eastern side across *Castimaquagan* to the entrance of the *Matapedia*, thence along the *Ristigouche*, either crossing above or below the rapids, to the road on the New Brunswick side, or continue along the north side of the *Ristigouche* as far as Mr. Mann's Establishment, where an easy passage can be procured across to the opposite side of the Bay, thence proceed on a very good road to *Nipisiguet*, where it strikes off towards Miramichi River, and meets the road to Halifax.

I would finally observe, that these Notes have chiefly been taken on the spot, besides information I have since acquired from Mr. Mann, who has repeatedly travelled the Country at different Seasons by the two inland communications, *Temiscouata*, and *Matapedia*, which here I have classed together to be annexed to the Plan of my exploring Survey, which may give an idea of this portion of Country and desirable communication; a road, abstract to the place under consideration, of incalculable advantage, in facilitating the intercourse between the Bay of *Chaleurs* and the higher Districts. Through it the whole Country from Gaspé Bay to *Ristigouche*, and from all the waters which empty themselves into the *Matapedia*, upon which Townships of the usual dimensions could be laid out, would find an easy communication. The facility which it would afford to all commercial and military operations, and also as regards the Mail conveyance cannot be too highly estimated, and may from the interests to which it relates merit attention.

(Signed) JOSEPH BOUCHETTE, Junr.
Quebec, 16th Decr. 1822. D. P. S.

Mr. *Wm. Hall* of the City of Quebec, appeared, and made answer to the following question.

Q.—What in your opinion are the Causes, which have prevented the the Roads from being made in the Townships, and what are the disadvantages under which grantees and actual Settlers labour?

A. The Causes why Roads are not made, under the act of the last Session of the Provincial Parliament, “for making Roads through the granted Lands in the Townships,” and the many grievances that Individuals labour under, can be proved without any difficulty.

The provincial Legislature ought to prevent foreigners from coming into the Country and taking possession of the uncultivated Lands against the will of the owners.—These people settle on those Lands, cut down the best timber, erect small Log houses and clear perhaps a few acres—this they call improvement—but in the course of a few years the most valuable timber is destroyed and the Land is worth less than it was in a state of nature, and if the owner wishes to dispose of this Land or even to settle a friend or a relation on it, he is deprived of his own property, unless he begins an expensive Law suit with the settlers of this kind, who are here called Squatters, which the great distance from Courts of Justice renders almost impracticable. Even should the owner succeed in expelling these people, in that case before leaving it they burn and destroy the Buildings, and the property is then worth less perhaps than the Costs of suit.

These Squatters after leaving the Land, immediately commence deprecations on another Spot.—They are mostly people from the United States, and in the event of a war with that Country would all quit these Lands; they are therefore bad subjects and not to be relied upon, notwithstanding which they receive the same protection from our Laws during their residence in this Country as good subjects receive.

Any Legislative measures which could be adopted to prevent these encroachments in future, or to dislodge the Squatter with less Expeance, would encrease the value of Lands in this Country, and enable better and fitter men to establish themselves thereon—These Squatters are chiefly of that description of people who abandon their Country, being Vagrants, through dread of the State Prison.

I shall now proceed to particular Roads.

Craig's Road.—In 1805, I paid out of my own pocket £130, to assist in opening that Road—the first opening of this Road was made by subscription—Sir *J. H. Craig* then made a further opening as far as River St. Francis—afterwards the Commissioners for internal Communications for the District of Three Rivers, spent a considerable Sum of Money on this Road and opened it as far as the back part of Shipton. The Commissioners for internal Communications for the County of Dorchester made this Road to the District Line of Three-Rivers on two points, got the same *verbalisé* by the Grand-Voyer, and requested Commissioners for the District of Three-Rivers, to meet that Road on

one or both points, so that the people of the Eastern Townships might have a direct Communication with Quebec.

Mr. Ruggles Wright, appeared before your Committee and answered as follows :

Q. Have you had any and what means of knowing the quality of the soil and the climate of the tract of country lying between the St. Maurice and the Ottawa ? and if so is the said Country susceptible of being cultivated ?

A. I have travelled over part of the lands in question, and have found as well from my own personal experience as by information obtained from the Indians, that there exists a very great similiarity throughout : I am of opinion that these lands are susceptible of being cultivated to advantage in a variety of ways, and are highly to be recommended for grazing.—The ridges capable of affording the richest feed for horned cattle, sheep, &c. and the vallies being composed of rich soils would be productive of hay, wheat, pease and oats in great abundance, the climate on the St. Maurice is similar to that of Quebec, and is more favourable approaching the Ottawa River, being nearly a south-west course.

Q. In what manner have the Crown and Clergy Reserves been distributed throughout the Townships ?

A. The Crown and Clergy Reserves on the north side of the Ottawa River have been distributed generally by commencing with a Reserve, then three lots for settlers and so on, throughout the whole Township.

Q. What are the advantages and disadvantages of the said distribution ?

A. In my opinion there are no advantages whatever, but on the contrary very great disadvantages to the settler in such a distribution (as alluded to in my second answer.)—1st. The Reserves generally remain wholly uncultivated for many years, the wood growing thereon shades a considerable portion of the adjoining cultivated lot, much to the detriment of its settler, and serves as a harbour for beasts of prey destructive to the crop.—2ndly. No provision whatever being made to obtain roads through the Reserves, except by the labour which can be afforded by the settlers, who have quite enough at home to occupy their attention during our short season, and—3dly. The want of settlers upon these Reserves creates a heavy tax on the industrious settler adjoining, who is obliged to make the whole of the fence along the division lines at his own expense—when the reserves are leased they are commonly occupied by persons without capital who soon become a nuisance to the settlement—and the short term for which the leases are granted prevents capitalists or industrious men from applying for them, fearful that at the close of the lease their improvements may be taxed by an enhancement of the rents.

Q. How could these lands be most advantageously distributed for the settlers in the said Townships ?

A. By placing the Reserves in a block, vizt :—The Crown Reserves

in the north east corner and the Clergy Reserves in the north west corner of a Township, and in the adjoining Township reserve them so that the Crown and Clergy reserves may remain in separate blocks.

Q. What are the inconveniences to which the settlers in new Townships are most liable—What is the most convenient season of the year for commencing a new settlement, pointing out the conveniences and inconveniences of each particular season in this respect. What is the smallest capital with which an industrious settler with his family may commence a settlement in a new country with any prospect of success ?

A. 1st. The want of a convenient and cheap legal mode of establishing roads and compelling the inhabitants to labour thereon. The Grand-Voyer residing some distance from the Townships which incurs a very heavy expense and great inconvenience to the inhabitants to transport him to the place where the road is required, and from the want of knowledge by the Grand-Voyer and his deputies of the *Chart du Pays* they frequently trust to the information obtained from some self interested person, whereby roads are established not only without advantage, but which operate to the prejudice of the settlement, and are homologated in consequence of the distance the inhabitants are placed from the Court, which prevents their making any opposition.—2ndly. The want of small Courts in the Townships.—3dly. The want of Register Offices which causes a mistrust by the purchaser of lands and of course reduces their value from the uncertainty of titles.—4thly. The present distribution of the Crown and Clergy Reserves.—5thly. The season for commencing on new lands must depend upon the capital of the settler ; I would advise a man possessing a small capital to commence about the first of September, as he would then have sufficient time before the winter to build a house, cut the underbrush and small timber on a few acres of land ; during the winter the large timber can be cut and all the brush piled ready to burn in the following spring and enable him to receive grain, potatoes and turnips sufficient to support his family during the ensuing year.—And 6thly. The amount of the capital would much depend upon the capability of a man as to strength and activity, as well as the circumstances of his family whether males or females, young or old, and at what distance from a settlement he would be obliged to transport his effects, provisions, &c.

Q. In the absence of capital in the first instance, by what application of his industry and in what time can he most readily obtain sufficient means to effect a clearing and settlement ?

A. I have known Emigrants who were destitute of capital that by labouring a short time for others acquired sufficient provisions to support themselves during a few months and establish themselves comfortably in the course of three or four years, having cleared from twenty to thirty acres of land, and acquired a cow and a yoke of oxen, but all depends upon capability and industry.

Q. Have you had an opportunity of observing the Emigrants from

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Great Britain and Ireland, in what time do they usually acquire a knowledge of the use of the axe, and what are the obstacles which settlements attempted to be made by them have encountered and how could they be best surmounted.

A. I have observed many Emigrants from Great Britain and Ireland acquire a perfect knowledge of the axe in five or six months, the greatest difficulty is to acquire a knowledge of the mode of clearing new lands to advantage—it is a difficult art and requires much experience, this on a general scale might be in some measure overcome by settling experienced men promiscuously and from whose examples the Emigrants would soon learn, or otherwise employ a man in each township who has a perfect knowledge of the proper method, to give instructions to settlers, which in a short time would render them expert in the task.

John Neilson, Esquire, a Member of this House made answer to the following Questions.

Q. Have you had any experience in laying out and making roads through wild lands, and if so, will you inform the Committee of what you think the best and cheapest plan for opening roads through such lands?

A. I have had some experience of the kind at Valcartier, where I personally superintended the opening of a road through the woods of nearly three miles in length from St. Ambroise to the River Jacques Cartier; I have also had several other roads made in that quarter; last fall I had a very good Cart Road, through the bush made for 10s per Arpent, or about £13 10s. per mile. If I intended to get a new Road laid out and made, to effect a first settlement at a distance in the woods, I should proceed in the following manner.

The first step to be taken would be to employ three trusty Indians, or others accustomed to the Woods and Country work, by the day, to explore and mark out the easiest and nearest place for a road, avoiding steep Hills and Morasses, by which a Common Horse and Cart might transport, say five Cwt. without unloading. If the Road is not well laid out by men who know what it is to drive a Horse and loaded Cart in the woods, the labour and Costs will be endless and perhaps altogether lost. On the Report of the Indians or others well qualified as above, the road might be visited and proposals for contracting issued immediately by posting in public places and notifying by *Criée* on a Sunday after Divine Service at the Church door.

The Road should be cut twelve french feet wide, and the whole width cleared off; the stumps taken out or cut below the

level of the road and the black earth, or six inches below the general surface, the high places to be levelled down and the hollows filled up, so that a Common Horse could travel it in the wettest seasons with a Cart loaded with five Cwt. at least without unloading.

Logging, paving with logs, and draining, where necessary, are of course included, the price to be so much per Arpent, advance of one third on furnishing two good securities and commencing the work, one third when completed, and one third on report of approval by experts : the time at which the work will be ready for delivery to be stated : it might be proper perhaps to divide the whole into numbered lots of thirty arpents, each commencing from the opening of the road, receiving proposals for either of the numbers.

The manner in which the road is to be made to be carefully expressed in the Advertisements, for the price depends upon the manner in which the work is to be done as well as upon the decision of the Experts : unless a legal road is made at once thirty six french feet wide, and the Trees cut down half an arpent on both sides, it is not necessary to make a first cart road in the woods wider or better than above described, twenty, thirty, forty or even sixty feet wide would not prevent it being encumbered with falling Trees, indeed when the Road is wide they are more apt to fall, and the sun getting in, the brush grows up sooner and snow drifts form in winter. If a cart road is made, immediately after it is done, there ought to be a *Procès Verbal* of it by the Grand Voyer, determining the manner and by whom it is to be made and kept up in future.

Q. What do you conceive to be the most advantageous mode of exploring extensive tracts of wild lands, with a view of ascertaining the practicability of forming thereon new settlements ?

A. New settlements can only be successfully formed where there is a certain degree of facility in communicating with the old—the wants of an agricultural population are so extensive, the means and support that they require from external sources before they can derive them from the soil which they occupy, are so considerable, that no successful agricultural settlements have ever been made in America without such facility of communication. The ocean and navigable rivers at first afforded this facility, the settlements made on the sea shore or on the banks of navigable rivers having subsequently furnished the external support to the new settlements in the interior, by means of Roads of communication opened in the rear of successive settlements. These are only practicable as a means of communication to a certain distance and where natural circumstances are favorable.—For the purpose of forming agricultural settlements it is not necessary then to explore a country to any great distance

from existing settlements or navigable waters. No new settlement can support itself far from the aforementioned aids. To attempt them is a disadvantageous waste of means which ought to be more usefully employed.

It is necessary however to explore a country to a considerable extent beyond the immediate site of an intended settlement, in order to ascertain whether it possess those prospects of future prosperity, which in no small degree depend on its situation in respect to adjacent tracts of land.

The inhabitants of a small tract of the most fertile soil are never so thriving as those even of an inferior soil, when surrounded by extensive tracts of fertile land, particularly if the roads of communication of the latter to their markets lie thro' the lesser tract.

The general Geographical knowledge of Lower Canada, shewing the existing settlements and the courses of the Rivers towards their mouths, is sufficient to point out where exploring parties ought to be employed with a view to the forming of new settlements. The Surveys of the Townships have given much information, and the Topography of the Country is well known to its inhabitants, although much of it is in the way of being lost. The Indians whose knowledge of this sort exceeds that of any other description of people are disappearing. The *Voyageurs et Coureurs de bois*, persons formerly employed in trading with the Indians, and who traversed the country in every direction, are nearly extinct. There are, however in every Parish many persons employed in agriculture, who make long excursions into the rear of the settlements at certain periods of the year for the purpose of hunting and fishing, from whom much information might be had of the nature of the Country in different directions, and of great utility for forming a judicious choice of places, where exploring parties might be advantageously employed.

Heavy expenses attending those parties and useless attempts ought to be carefully avoided.—Where the expenses are permitted to be high, the undertaking becomes a job for senseless and useless persons, and as these expenses must be borne by the public, an outcry is soon raised which puts a stop to almost every useful undertaking of the kind.

I should conceive that a party consisting of one intelligent person, well acquainted with the inhabitants and the soil and climate of Lower-Canada, and able to keep a journal, as manager.

Three Indians who have frequented the tract to be explored and who are active and sober and of good character.

One Canadian farmer who has made excursions into the country to be explored.

One American farmer who has been accustomed to open new settlements—would be sufficient for exploring any tract adjoining the existing settlements in Lower Canada that might be thought worth the trouble and expense.

The entire cost, provisions included would be per diem.

1 Manager	-	-	15s.
3 Indians	5s.	-	15s.
2 Farmers	5s.	-	10s.

40s. per diem.

One month would be sufficient for exploring any tract that it would be desirable to explore at present with a view of opening new settlements, which would give an entire expense to the public of about sixty pounds.

The manager ought to be able to ascertain pretty correctly the latitude and longitude of the places where he may happen to be—He ought to keep a journal in which he should insert daily his course and distance with his observations.

1. On the weather and temperature.
2. On the timber and other productions of the soil.
3. On the face of the country, including of course whether level or broken or gullied, streams, swamps, mountains, extending at least by his own observations the daily exertions of his men to a breadth of several leagues, by daily view (if practicable) from the tops of trees and in high situations a distance of a great many leagues, particularly noticing the sorts of timber on the views beyond the excursions of his assistants.
4. On the nature of the soil, mentioning particularly the nature of the ledges of stone or rock which may be discovered. The stones brought down by the rivers and the nature of the substrata along their banks.
5. On the most advantageous route for a road, which ought as much as practicable make his own tract.

This tract he ought to lay down on a plan or sketch of the face of the Country, shewing every day's march with the distances, the direction and apparent course of all streams he may have crossed, their breadth, current and the character of their waters, and the composition of the soil through which they pass. It would not be amiss for him to blaze or mark on the trees his general course.

A great many other things necessary to be done occasionally will strike any experienced and intelligent manager who may be employed.

From my present information the parts of the country in which exploring parties might be advantageously employed are as follows—viz :

ON THE NORTH SHORE

1. A Party, by water, to explore the Coast and mouths of the principal rivers falling into the St. Lawrence from the Province line to the Saguenay.

2. The Saguenay from where the Mountains or highlands begin to recede from the River, including Lake St. John and the country about the mouths of the Rivers falling into that lake, ascending the most navigable of them to the second fall or series of rapids, so as to get a near view of the mountains of primitive formation.

3. From the Jacques Cartier by the foot of the mountains to the St. Maurice.
4. From the River *du Loup* by the foot of the mountains to the River *Lachigan*.
5. From the head of the River *L'achigan* to the Ottawa.

ON THE SOUTH SHORE.

6. A Party by water as on the north shore from *Mitis* to *Gaspé*, and *Chaleurs Bay* and by the *Ristigouche* to the St. Lawrence.
7. By the *Etchemin* to the St. John as far as the great Falls and back by the River St. Francis.
8. From the Plateau below the *Richelieu* to the settlements on St. Francis in the direction of *Sherbrooke*.

Q. What in your opinion are the causes which have prevented the success of the different attempts which have been made to introduce the culture of Hemp in Canada?

A. Only two or three attempts have been made within my knowledge.

The first—Between the Peace of 1783, and the French War of 1793; it consisted chiefly in written and printed recommendations to the farmers by an Agricultural Society which existed in that time in Lower-Canada.

The Second—Was an attempt by the Government at home, acting with the Colonial Government here to introduce the Culture on the South shore of the St. Lawrence, by a person employed by them.

The Third—Was a similar attempt near Montreal. Besides these attempts there have been the premiums offered by the Society for the promotion of Arts.

With respect to the first the Canadians are rather suspicious of recommendations to make attempts which in the end are promised to be very profitable to those that make them—They say that they have generally observed that where profit is to be had, people generally set to work to obtain it without making much noise about it, and particularly without recommending it to others.

The Widow or family of Mr. Campbell, who was sent out by Government for the District of Three-Rivers, and Mr. Grece of Montreal, could best explain the causes of the failure of the attempts made by them. They both I believe complained that they were not sufficiently assisted.

The premiums offered by the Society of Arts may form an inducement to some large Proprietors of land, but they can have

little influence upon the mass of laboring Proprietors, who Cultivate their own Lands and depend upon the produce for subsistence.

Hemp grows well in Canada and the rind has proved to be of very good quality. It is a fit first Crop for all newly cleared lands of good quality. These generally, are too rich for a Grain Crop till they have been reduced by a root Crop, which is hardly ever wanted to the extent of the whole of the new clearings—Hemp also answers well on all old lands richly manured, and brought into a State of Garden Culture. The Expense and the quantity of manure for any great extent of it, would be great and hinder other Culture which is considered to be indispensable.

From 1793 to 1816. The price of Wheat in Canada was so high as to leave no inducement to try any other Article of Culture, particularly one which is not an Article of food and for which there was no certain and ready demand.

Wheat which forms the Chief Article of food in the Country requires to be sown in quantity sufficient in the event of a bad year, still to ensure a sufficiency of food. All the labour that can be spared is generally and may be safely laid out on its Culture. If the season prove favorable the surplus finds a sale at the farmers' own door. Hemp does not offer the same advantages. It might be Cultivated in small patches about the Houses; but what is to be done with it after it is Cultivated—It may be known how it is to be sown to produce the best rind—When the two sorts are pulled, how prepared; yet what is to be done with it? Carry it to the Town? Who will buy it? What price? Take it to the Naval Yard at Kingston in Upper-Canada or look out for an Agent? Carry it round the Shops to look for a purchaser and not one to be found; who knows the Article or thinks it worth buying? Yet under these circumstances it is sometimes thought wonderful that the Canadian farmers do not Cultivate Hemp! The only wonder is that there should be any person who can expect, that under such circumstances they will attempt to Cultivate it.

To give them a fair trial, samples of Hemp dressed as it is required, with the price per pound, ought to be sent to every *Marchand* in the Country:—Let him shew the Article and offer the price in ready money; if it is a remunerating price, the article will certainly be produced in abundance. Short printed directions might also be placed with the *Marchand*; but they must be *very short and sure*, otherwise better have none, but merely say to be Cultivated the same as flax but only thinner and prepared in the same way, *to be produced like* the sample.

I have been told that in Russia the whole of the Hemp is grown in small patches near the Houses.

I do not know in what state it is received from the peasantry, the samples given here ought to be in the same state if practicable.

SKETCH OF THE FIRST SETTLEMENT ON THE OTTAWA OR GRAND RIVER.

The Committee having requested from P. WRIGHT, Esquire, a particular account of the Settlement by him effected in the Township of Hull, and any observations which he might think material upon the subject of new Settlements, the following paper was delivered in by him.

My Parents were of the County of Kent, England, and were brought up to the Farming and Grazing business. They Emigrated to the Province of Massachusetts, in New-England, where I was born in the year 1760, and there I lived until I was thirty-six years of age in the occupation of Farming and Grazing.

In 1796 I came to Montreal, in Canada, to explore the Country, being determined to change my residence into Canada having a large family to provide for; after spending some time in exploring the Country, I returned to Woburn the place of my birth, and in 1797, I came again to Canada and visited Quebec. I then viewed the Country on both sides of the Saint-Lawrence, the whole of the distance from Quebec until I arrived at the Ottawa or Grand River, in the Township of Hull, taking time to explore and examine the Country, but more particularly the parts bordering upon both sides of the Ottawa or Grand River; I also particularly examined the said River as respects Navigating it, with the advantages and disadvantages attending a new Settlement in that Country: after spending some time in the above pursuit, I returned home to Woburn.

In the year 1798, I came again to obtain further information as regards the local situation of the Lands on the Ottawa or Grand River; which having done, I returned to Massachusetts with a determination to commence a Settlement upon the said Ottawa or Grand River. I endeavoured to hire some Axemen but could not succeed in consequence of the great distance, having to go eighty miles beyond any Settlements, as was the situation of the Country bordering on the Ottawa or Grand River at that time.

This part of the Country has immense resources in fine Timber, not only Merchantable but for making Ashes, sufficient to furnish great supplies for any foreign Market, even to Load 1000 Vessels. This part of the Country was unknown or unthought of

by the Inhabitants of Montreal, except the North West Company whose interest appeared to be to keep the said Country in the then uninhabited state, and consequently not feeling a desire to recommend a Settlement in this part of Canada ; however, not wishing to give up my intentions of Establishing a Settlement, I hired two respectable Men in Massachusetts, for the purpose of going with me to the Ottawa or Grand River, and after having viewed the Country we returned home, and they made a Report to the Public nearly as follows :—

That they had ascended the Ottawa or Grand River one hundred and twenty miles from Montreal ; the first forty-five miles they found some Settlers who appeared rather inactive as far as related to their farms, but little done, to what apparently might be done, towards making themselves independent Farmers. We however ascended the Ottawa or Grand River up the Rapids sixteen miles farther, to the head of the Long Sault, continuing our course sixty four miles farther up the river ; from the head of the Long Sault to Hull the River is remarkably smooth and the water still and sufficiently deep to float a Sloop of War : at the last mentioned place we proposed to explore the Township back of the River ; accordingly we spent twenty days, say from the 1st to the 20th October 1799. I should think that we climbed to the top of one hundred or more trees to view the situation of the Country, which we accomplished in the following manner, we cut smaller trees in such a manner as to fall slanting and lodge in the branches of those large ones, which we ascended until we arrived at the top, by this means we were enabled to view the Country, and also the timber, and by the timber we were enabled to judge of the nature of the soil which we found to answer our expectations ; and after having examined well the local situation of the Township of Hull, we descended the River and arrived after much fatigue at Montreal, where we gave a general description of our discoveries and returned home to Massachusetts, where after a Report was made public about the situation of this part of the Country, I was enabled to obtain and hire as many men as I wanted, in order to commence the new Settlement.

I immediately hired about twenty-five Men and brought them with my Mill Irons, Axes, Scythes, Hoes and all other kinds of Tools I thought most useful and necessary, including fourteen Horses and eight Oxen, seven Sleighs and five Families, together with a number of Barrels of clear Pork, destitute of bone, of my own raising, all of which left Woburn on the second of February 1800, and arrived in Montreal on the tenth, and after a short

stay in Montreal we proceeded on our route for the Township of Hull, making generally amongst the old Settlements about fifteen miles, per day for the first three days owing to our Horses and Oxen travelling abreast, and our Sleighs being wider than what is usual in this Country; under these difficulties we travelled the three first days, stopping with the *habitans* those three nights until we got to the foot of the Long Sault, which was to the end of any travelled road in that direction in Lower-Canada, being then eighty miles from our destination, and no road, we found that it was impossible to proceed in consequence of the depth of snow, and were therefore obliged to make a stand and set one part of our men to alter our teams so as to go singly, and the other part of the men to proceed forward to cut the road, after making the necessary preparations we proceeded on for the head of the Long Sault, observing before night come on to fix upon some spot near water to encamp for the night, particularly observing that there was no dry trees to fall upon us or our cattle, and if there was to cut them down. Then we cleared away the snow and cut down trees for fire for the whole night, the Women and Children sleeping in covered Sleighs and the Men with blankets round the fire, and the Cattle made fast to the standing trees; in this situation about thirty of us spent the night, and I must say that I never saw men more cheerful and happy in my life, than they seemed to be, having no landlord to call upon us for our expenses, nor to complain of our extravagance, nor no dirty floors to sleep upon, but the sweet ground which belonged to our ancient Sovereign, observing to take our refreshment and prepare sufficient for the day, so as to lose no time on our journey when day light appeared, always observing to keep our Axemen forward cutting the road and our foraging Team next the Axemen, and the Families in the rear, and in this way we proceeded on for three or four days, observing to look out for a good place for our Camp, until we arrived at the head of the Long Sault. From that place we travelled the whole of the distance upon the ice until we came to the intended spot which is about sixty-five miles. My guide that I had taken up with me the fall before; was quite unacquainted with the ice and likewise the whole of our party, as not one of us had ever travelled up this ice before, our three former journies had been by water. We travelled up the ice very slow, as we were very much intimidated for fear of losing any of our Cattle, keeping our Axemen forward trying every rod of ice. The ice being covered with snow about one foot thick,

so that it was impossible to know whether the ice was good without sounding it with the axe.

I cannot pass over this account without giving the particulars of a Savage, so called, from whom I received the greatest humanity it is possible to express. On our journey up the River on the first day we met a Savage and his Wife drawing a Child upon a little bark sleigh; they looked at us with astonishment, at seeing in our habit, manner and custom, and more especially at our cattle, they viewed us as if we had come from some distant part or from the Clouds, they were so astonished walking round our teams as we were then halted, and trying to make discourse with us concerning the ice; but not a word could we understand from him. We observed him point to the wood as if giving directions to his Squaw to go into the Woods and make herself comfortable; she immediately left him and went off into the woods, and he immediately proceeded to the head of our company without the promise of fee or reward, with his small axe trying the ice every step we went, as if he had been the proper guide or owner of the property. We passed on until we found night coming on, and the Banks of the River being so high, say about twenty feet, that it was found impossible to ascend them with our sleighs, we then left our sleighs upon the ice and ascended the Banks of the River and cleared away the snow, cut down large trees as usual to make a fire, carefully observing that no slooping or dead trees could fall upon us; and after cooking our supper and getting our regular refreshment we then brought up our bedding and spread round the fire and made ourselves as comfortable as possible, having nothing over us but large trees and the Canopy of the Heavens. Before day light in the morning we cooked our breakfast and provisions for the day, and as soon as day light appeared we were ready to proceed on our march. I must observe that our Indian behaved with uncommon civility during the night taking his regular refreshments with us, and proceeded to the head of the company as he had done the preceding day with uncommon agility. All being under way as soon as day light appeared, we proceeded on this day as usual without meeting with any accident, when night was approaching we did the same as the night before, and likewise began our march early in the morning in much the same way, our Indian taking the lead as before. Owing to the deepness of the snow it took us about six days in passing up this River, about sixty-four miles, and we all arrived safe at the Township of Hull. After some little trouble in cutting the brush and banks we ascended the height which is about twenty feet from the water. Our Savage after he had seen us safe up the bank and spent the

night with us, gave us to understand that he must return back to his Squaw and Child, and after receiving some presents for his great services, he took his departure for his Squaw, having to go at least sixty miles when he left us. Our men thanked him in the best manner they could make him understand, and three times huzzaed him, and he left us in great spirits, being well pleased. We arrived at this place on the seventh of March, and immediately with the assistance of all hands we felled the first tree, for every person that was able to use the Axe endeavoured and assisted in cutting; after having so done we commenced cutting down and clearing a spot for the erection of a House, and we continued cutting, clearing and erecting other buildings for the accommodation of the families and men. And as soon as we commenced cutting and clearing, the Chiefs of two Tribes of Indians that live at the Lake of the Two Mountains came to us and viewed all our Tools and Materials with astonishment, and would often hoop and laugh as they were quite unacquainted with Tools or things of that nature. They also viewed with astonishment the manner in which we harnessed our Oxen, Horses, &c. all being harnessed by pairs. They seemed to view all our things, cattle, &c. with great pleasure. Some of them fetched their children to see the Oxen and Horses, they having never seen a tame animal before, being brought up near the great Lakes upon the Westward: they would also ask the liberty of using one or two of our Axes to see how they could cut down a tree with them, as their Axes are very small, weighing only half a pound, our axes weigh from four to five pounds. When they had cut down a tree they would jump, hoop and huzza, being quite pleased with having cut down the tree so quick. They received a glass of rum each and returned to their sugar making in the greatest harmony. They continued very friendly to pass backward and forward for about ten days, often receiving small presents, for which they made me returns in sugar, venison, &c.

Their Chiefs assembled together and procured an English Interpreter of the name of George Brown, formerly a clerk in the Indian Trade, who also had an Indian wife and family, and spoke both Languages. They requested him to demand of me by what authority I was cutting down their wood and taking possession of their land.

To which I answered—by virtue of authority received at Quebec from their Great Father who lived on the other side of the water, and Sir John Johnston, whom I knew was agent in the

Indian Department, for through him they received their yearly dues from Government.

They could hardly suppose their Great Father or other persons at Quebec would allow me to cut down their Timber and clear their Land and destroy their Sugaries and Hunting Ground without consulting them, as they had been in the peaceable and quiet possession of these Lands for generations past. I must consider that these falls and rivers were convenient for them to carry on their business, and that their families wanted support as well as mine.

I told them I had got regular documents from their Great Father which I had received at Quebec, and also orders from Sir John Johnson so to do; and I had been to my Country, being five hundred miles distance, and brought all these Men and Materials to carry the business into effect—and the documents I was ready to produce when regularly called for, and I had further to state to them from the mouth of Sir John Johnson—that if they injured me or any of my property, to go and make complaints to him, and I should have a remuneration for such injury out of their yearly dues.

They believed that if I had stayed at home it would have been to their interest as they had great dependance upon that situation, it being the chief Hunting Ground, Sugaries and Fisheries &c. which was the chief support of their families, and they were afraid of further difficulty that would arise between us, such as taking their Beaver, destroying their Deer, breaking up their Sugaries and causing a deal of trouble; that I must know that clearing off the Forest was driving back their game, which would totally dislodge them of their former expectations.

I told them they must be sensible that the tools and materials which I had brought were not for hunting or fishing, but for the clearing of land, and I should endeavor to protect their Beavers and Fishing Ground; but as to the Sugaries, them I must make use of as the land was already given me. I would observe further to them that this establishment would be a great convenience to them, and was intended so by their Great Father, to have a Settlement and Mills, in order to supply them with all their provisions instead of going to Montreal, which they knew was a dangerous and difficult passage.

They answered—we know the passage is very difficult and are surpris'd how you found the way here with all these men, Baggage and Cattle. The white people always tell us fair stories to drive us back; you tell us that you come here for Farming, and that you will protect our Beaver Hunts, Fisheries &c. but we

see you have got Guns, Powder and Shot—what are you going to do with them?

We observed that all our Farmers where we come from keep Guns, Powder and Shot to protect our Farms, such as killing Hawks when they come upon our Poultry, the Squirrels that eat up our Grain in the fields, Bears when they kill our Hogs and Calves, and Wolves when they kill our Sheep.

They then said, that is all very good, if used for that purpose; but if you do as other white people have done you will make use of these Guns for killing our Beaver, Deer, Otter, Musk-Rats and Bears, we are afraid you will not be contented upon your own Lands, but will go out a distance to our ponds and take our Beaver, and then for retaliation if we should come and take your Sheep and Cattle, that will bring on difficulties and disputes, and that wo'nt answer. You say our Great Father is making this settlement for our good, but we are afraid it will be to our disadvantage instead of doing us good.

I told them I had received strict directions to use them well and I intended so to do, and if they would go to their Sugaries and collect all their materials that they wished to part with, as they had finished making of Sugar, that I would pay cash for them at a fair price.

They agreed that this was very fair and accordingly it was done and the amount was paid, which was under five pounds, and they assured me, that as I appeared to be very honest and fair with them, they would always be so by me, and that they had one more offer to make me, that if I would give them thirty dollars they would give up their claim to the Lands.—I told them that I had offered to shew them all my Titles from their Great Father and would wish to have them produce their Titles, as that was the way we white people made our arrangements respecting Lands, and I could not give them any money on account of the land business until they produced to me papers that they had a right to them. They observed to me that they did not make the arrangements themselves with the Great Father, but it was made by their ancestors prior to their doing business, and they had no papers to shew at this time, but that they always supposed that they had an undoubted right to the Lands from what their Fathers had told them, together with the Islands in the River; as they had in Montreal given leases of some of those Islands before Peter Lukin, Notary Public, particularly an Island called Studders Island in the Rapids of the Long Sault, about seventy miles below, and that they were willing we should make further enquiry respecting the same. I said that according to the infor-

mation I had collected from their Fathers at Quebec they had no positive right to any Lands, nor could they hold any title in their own capacity, and if they had leased any Lands they had done wrong, for they knew they received annually presents from the Government, which were on account of their relinquishing all claims to the Lands. They observed if that was the case it was hard on them, as their annual presents were but trifling, and that they would revert to their superiors to decide that I should go to Montreal to Sir John Johnson, Mr. Lee, the Commissary of the Indian Department and to Mr. Lukin,—I agreed to go the next Moon and their answer was to be decisive—I accordingly went the next moon and Sir John Johnson told me the Indians had no right to the Lands for they had their presents in lieu of Land, and that they could not hinder me from the lawful possession of it—I also went to Mr. Lee, and he told me the same. I then went to Mr. Lukin and asked him if he had ever made out the said lease to Mr. Studders, and he told me he had done so: I asked him if he supposed he had any right or authority so to do, he observed that that was more than he could answer—he made it his rule as a Notary Public when two persons came to him and asked him to do a piece of writing between them, that he did it according to their directions, and it was their business to understand the propriety or impropriety of the same. I then returned home to Hull and made my Report in the following manner to the Indians—that Sir John Johnston, Mr. Lee and Mr. Lukin, had observed to me that they had no right to the Lands as they received presents as a compensation, and requested me to observe to them that their Great Father expected them to treat me as the owner of the soil, and not injure any of my property in any way or manner, and to treat me as their brother and for me to use them in as friendly a manner as circumstances would allow, and to tell them they must not lease any Lands or Islands, if they did it would have a tendency to destroy their yearly presents. They answered that they had never understood it in that nature, but they did not know that they had any reason to dispute the report made by me, although it appeared hard to them, and they found they had not the advantages they thought they had before, and for the future I should always find them friendly. They then agreed that I should be a Brother Chief, and if any difficulties occurred it should be settled by mutual agreement amongst the Chiefs. Then they proceeded to crown me in their usual manner as a Brother Chief—then we dined together and kissed each others cheeks, and a number of other ceremonies passed, too numerous to mention, such as burying the hatchet, and a number

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of other usual Indian formalities. Since which we have often assembled together in the greatest harmony in both Villages upon various occasions, all which has been with the greatest friendship and good understanding without having to revert to one question for the Law to decide. I must acknowledge that I never was acquainted with any people that more strictly regarded justice and equity than those people have for these twenty years past.

After having arranged with the Indians we continued cutting down and clearing a spot for the erection of a house and we continued cutting and clearing and erecting other buildings for the accommodation of the families and men.

As I had laid in a good stock of Hay and Grain which I gave freely unto my Cattle, I was surpris'd to find that they took to the woods living upon browse, such as the buds of fallen timber and the joint rush that stood through the snow, which was about seven inches deep. In this way the Horses and Oxen finish'd out the spring, and I never saw working cattle in so good condition in the month of June as they were, being in full flesh and good spirits. Our grain was used by the men, thereby making to me an additional saving in provisions.

I was also much surpris'd to find the snow disappearing so very soon by thawing underneath, and on examination I found no frost in the ground; being quite the reverse of Massachusetts where there is from three to four feet frost in the ground in the spring, which prevents vegetation from coming forward so soon as if it were otherwise. The Spring opened much earlier than I ever knew it in Massachusetts, which gave us all great encouragement, all the men being much pleas'd with Country in finding vegetation come forward so much earlier than they were accus'tomed to see it; which gives life to the farmer and is the support of Agriculture.

We continued cutting down during the whole of March, April and May, building and putting in our vegetables and Garden Stuffs, &c. and continued so to do until we began to burn our fallows (which is the timber felled in rows) for winter wheat, which ought to be put into the Ground in the month of August to expect a good Crop—Our provisions now began to run short and we were oblig'd to go to Montreal, a distance of one hundred and twenty miles, to obtain means of subsistence until our Crops could be harvested—this circumstance retard'd in some measure the advancement of the Settlement. Our only communication was by water and the Navigation of the River, particularly the Long Sault was entirely unknown to our men, and those who understood the manner of going up and down the River, could not be hired short of three Dollars per day—The swiftness of the water and crooked

Channel, being interrupted with large rocks or reefs of Stone projecting into the River, and the Waters rising and falling about fourteen feet on those rapids owing to the North Waters or Spring freshets, being compelled to pass as near the shore as possible to have the benefit of Tow Ropes, renders the Navigation very difficult:

The year 1800 was spent in clearing land, building, and raising vegetables and roots, among the latter was about one thousand bushels of Potatoes, which I put into the ground (to keep them through the winter) so deep, that I lost the whole of them by the rot occasioned by the heat of the ground.

We prepared some land for the fall wheat, and sowed about seventy bushels upon seventy statute acres, and prepared about thirty acres for spring wheat and peas; also a great deal of time spent in exploring and going to Montreal for provisions. Seeing my people were going on well, and comfortable as to provisions, houses, &c. I gave directions how to proceed until my return.

1801; I returned back to Woburn in Massachusetts, and at the same time carried my men home according to our agreement and paid them off, but the greater part of them came back again the same winter, and by an agreement took lands, they finding the lands much better in the Township of Hull than in the State of Massachusetts. This spring we finished our spring wheat sowing in the month of March, about thirty acres. I had the second year of my clearing one hundred acres of the best wheat I ever saw. I immediately built a large barn, 36 by 75, and 18 feet posts, and this barn was not large enough to hold the whole of my wheat by seven stacks; I should suppose there were 3000 bushels at least; I measured one acre, and then threshed it out upon the spot, there were forty bushels upon that acre. I also surveyed the Township of Hull this year, commencing upon the second day of July with ten men, and continued until the ninth day of October and placed 377 square posts, being a Township of 82,429 acres, it being a bad Township to survey, owing to the Gatineau River running at an angular direction through the whole of the Township, and not fordable at any place that we knew of for the space of fifty miles up; this Survey I should suppose cost me about £800.

In the autumn I secured all my crops, the crops exceeded every person's expectations that was with me, or any thing we had ever seen or known in the latitude of 42 degrees, and all without the help of manure, which was the more surprising to those who had been accustomed to go to Boston and obtain it at the price of three dollars per load. After closing our fall work, I then issued a Notification that any person who understood farming and wished to obtain lands, might be supplied on application to me, on the most advantageous terms, and I would lend them a certain quantity of wheat and other seed, until they could raise a sufficient quantity upon their own farms to repay me. Then the settlement commenced by several persons, in that part of the Township which I was

entitled to, and I commenced building Mills, there being no Mill nearest than eighty miles of the Township. Before I built my Mills, it cost me twice as much to get my grain ground, as it did to raise it : I then built a Saw-mill and Grist Mill, which cost me eight hundred pounds and about five hundred pounds in other buildings. I also cleared about one hundred Acres of Land this year, and laid down in grass about the same quantity. I also received a quantity of Hemp Seed from Commissary J. W. Clarke ; I sowed it and it did exceedingly well. I then sent a bundle and gave it to the Hemp Committee, and it was deposited in the Committee Room, it measured fourteen feet long, and very fine. I raised that year eleven parts out of thirteen that was raised in the whole Province of Lower-Canada, according to a Certificate that I received from the Hemp Committee of Montreal, and another from the Commander in Chief. I sent two samples of Seed with two bundles of the Hemp and the Certificate to the Society of Arts, and received in return a Silver Medal. This is a very fine country for the growth of Hemp, but the reason I did not continue to grow it upon a large scale, was, the expense of preparing it for market ; my Hemp peelers charged me one dollar per day, or one bushel of wheat, laborers being very scarce in the Township of Hull. I saved nearly one hundred bushels of Hemp Seed which I sold in Montreal at a fair price. I was obliged to send the Hemp to Halifax to find a sale for it. I still continue to grow small quantities for my own use.

I also built a Hemp Mill, which cost me £300, which Mill was by accident burnt with two other Mills. I lost by this accident about £1000.

1803, I extended my improvements in clearing of lands to about 380 acres, generally sowing down to grass the Land that had borne two crops of corn, in order to obtain a quantity of good Timothy and Clover Hay for wintering my cattle ; this is one of the first points in grazing farms. I am much surprised the Inhabitants dont sow more grass seed, it must be a great disadvantage to them in summering their cattle ; if they were to clear some new lands, high swells of land, and sow it with grass seed, there the grass is sweet and the cattle would go into their barns fat, and would not take half the quantity of fodder to winter them, as they do by the mode they now follow.

1804, this year I commenced building a Blacksmith's shop, which is large enough for four workmen to work in, (it contains four pair of bellows which are worked by water) also four forges ; likewise a Shoe-Maker's shop and Taylor's shop, with a large Bake House : all these establishments give employment to a great number of workmen. Before I established these different branches, I was obliged to go to Montreal for every little article of Iron work or other things which I stood in need of, until I commenced these different branches in the Township of Hull ; the number of men under my employ was about 75, those were employed in the different mechanical business, trades and agriculture. And I also commenced a Tannery for tanning of leather upon a large

scale, and I obtained from New-York a Cylinder for grinding of bark, also by water; also cleared a quantity of Land, commenced making Roads and built several Bridges.

1805, This year we continued also much in the same course to clear off Lands and arranging the new Roads, making provisions for new settlers' sowing wheat; I employed about the same number of men as the year before, and laid down more land for grazing, pastures, &c. I also made a trip to Massachusetts, and procured some valuable Stock and Grass Seed, and collected arrears of debts due to me.

1806—I now thought proper to post and make up my Accounts and see what I had expended how much the Inhabitants owed me, as I had then expended twenty thousand Dollars. I had just returned from Montreal having been down with flour, the expences of this journey had consumed the whole value of it, as it was conveyed upon Sleighs drawn by Oxen and the Roads b.d. As I had now been six years in the Township of Hull and expended my Capital it was time for me to look out for an Export Market to cover my Imports; no Export Market had then been found, as not a stick of Timber had ever been sent from that place down those dangerous Rapids. I then agreed to try to get some Timber ready and try it, and accordingly I then set out to examine the Rapids quite down to the Isle of Montreal. The *Habitans* who had been settled there nearly two hundred years, told me it was not possible for me ever to get Timber to Quebec by the route on the North side of the Isle of Montreal, as such a thing never had been done nor was it possible it ever could be done, I said I would not believe it until I had tried it. I prepared my Rafts for the Spring and came from Hull down my new discovered Channel for the Quebec Market. From Hull we came down all the Rapids of the Long Sault to the Island of Montreal & the River Saint Lawrence; it was a new thing but a costly one to me. Being a total stranger to navigating the Rapids, we were thirty six days getting down as our Rafts would often times run aground and cause us a deal of labour to get them off again, and I had no person that was acquainted with the Channel; but having from experience learnt the manner of coming down we can now oftentimes come down them in twenty four hours: however after much fatigue and expence, we arrived at Quebec with the first Timber from that Township that ever came to Quebec. It can be brought a half penny cheaper to Quebec than it can to Montreal. This was in the year 1807. Now in the year 1823, upwards of three hundred common Cargoes were brought to Quebec, and not one to Montreal through the same Channel, only seventeen years back not one Cargo of Timber came from the Grand River, and whoever lives to see seventeen or eighteen years hence will no doubt see four times that quantity, not only of Timber, but Potashes and Flour, Beef, Pork and many other Articles too numerous to mention brought from the same quarter to Quebec.

1808.—This Winter I endeavored to obtain employment for my surplus men. The Summer we are obliged to employ a number of men, and

in the Winter one quarter of that number is sufficient to carry on the business of the Farm, and in order to find employment for those additional or surplus men, I commenced the Lumber business, drawing and procuring Timber for my Mills and sawing them into Planks and Boards &c. If I had not given these men employment during the Winter, it would have been impossible for me to have obtained men in the Spring when I most wanted them, as the distance from any settlement was so great; but unfortunately for me on the 8th day of May 1808, my Mills were burnt and not my Mills only, but a large quantity of Boards, Planks &c. which were preparing for the Quebec Market: I had not a piece of Board left for my own use without either chopping it with an Axe or obtaining it from a distance of eighty miles, except what was upon my buildings. This loss was most severely felt, as it was very near destroying the Settlement; there was no insurance effected upon my Mills; this loss made me almost despair of ever recovering it, or doing any good upon the Settlement, and I was about to quit it, but my sons wished me not to despair: it was also a great loss to the Settlement as the greater part of our corn was in the Mill and burnt, with the exception of seven bushels of Flour, which was taken from the Mill the night before. And to see the distress that was occasioned by this accident was most affecting. The square Timber lying a float was saved, with which I came to Quebec and returned as soon as possible, and commenced a new Saw Mill; I set all hands to work I could obtain, and finished the Mill in sixty days. After so doing I commenced a Grist Mill, which I also finished at the Fall of the year; during this period I was obliged to obtain provisions from Montreal.

1809—This year was spent in much the same routine as the preceding year, except clearing about fifty acres of land, and also having in my employ about eighty men, some in different mechanical Branches and others upon the Farm, and in preparing Timber for the Quebec Market; I likewise built a number of buildings such as Barns, Stables, &c.

1812—This year, I let out one hundred acres of woodland to be cleared, branded, &c. and made fit for the harrow, for the price or sum of four pounds per acre: I also built a House in the centre for the Workmen. I paid twenty five pounds for the Ashes and fifty pounds to have it well harrowed and cross harrowed, the whole amounting to the sum of £500, which was finished and sown that September with Wheat, and fenced round: I also employed a number of men in exporting Timber to Quebec, and also upon the different Farms amounting to about ninety men.

1813—This year, I made a Road from the Saw Mill to the last mentioned house I built, distance about one and a half mile, and built a large Barn (say 40 by 70) eighteen feet post, covered in and complete for receiving my Wheat; at the time of harvest I employed about twenty additional men to assist in getting in the harvest, reaping, cart-

ing, &c. which wheat I got in well and in good order. I also made an addition to this Farm by clearing about eighty acres for the next year's crop of wheat with my own men laborers, and during the Winter we threshed out our wheat and paid the laborers six shillings for every ten bushels for threshing, which they cleaned and brought to the Grist Mill. At the finishing of threshing of this wheat, we measured three thousand bushels: these three thousand bushels cost me two thousand Dollars, for which I was offered nine thousand Dollars, three Dollars per bushel being at that time the common price on account of the war. I must say it was the most advantageous undertaking that I ever engaged in since I commenced the Settlement, having a clear profit of seven thousand Dollars. I continued to expend upon the Farm. I then commenced building sheds adjoining the same Barn upon this same Farm 100 feet west, 200 feet south, 200 feet east and 100 feet to the barn, making in the whole eight hundred feet of shed. The sheds are eighteen feet in width on the west, and on the south thirty six feet, and upon the north and east they are eighteen feet wide, eighteen feet high on the east side in the front of the square, by twelve in the rear with racks and mangers, the whole of the distance round bound with iron, the yard also is fenced across for different kinds of Cattle, besides a number of smaller apartments all sufficient to contain about two hundred head of Cattle, well clap boarded, painted, &c. Upon the outside in this way I keep my Cattle, giving every kind a fair chance to the air. I likewise built a large Distillery 40 by 80 with every article necessary for this Establishment with a shed of five hundred feet, and troughs to receive the wash for the benefit of the Cattle, Hogs, &c.

1814.— In the year 1804 I sold one hundred acres of wood land adjoining this said Farm, at the price of ten Shillings per acre, and in the year 1814 having occasion to enlarge my Farm, I bought this same Farm of 100 acres, after the person had held it ten years and cleared sixty acres and put some buildings thereon and paid him five pounds per acre. I cleared in addition to this purchase 120 acres, seeded down about the same quantity with red Clover, white Clover and Timothy; and to sow this Land with the above kinds of grass seeds, I take about, a quart of each kind per acre, this is my general rule. I this year employed about twenty men upon this Farm; they were employed mostly in clearing of Land and building of fences, &c; and also sowing the fallows with fall wheat: I also made a new Road through the centre of this Farm and we arranged the Farm into different Sections or Pastures for the accommodation of mowing, tillage and pasturage, and also put upon this Farm an additional number of Cows, so as to make the number up to forty, besides thirty yoke of Oxen, old and young, twenty working Horses, besides breeding Mares, Sheep, Goats, Swine, &c. This Farm up to the present day contains about eight hundred acres of cleared land, divided into different Divisions for the accommodation of the different kinds of Cattle. I also built in addition to former buildings six Barns upon this Farm to stow the Hay and Corn, besides having a

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- No. 1—1800—This Farm was begun by P. Wright, Junr. and is called the Gateno Farm, this was the first begun upon the Grand or Ottawa River and was used as a farm for raising stock upon. Owing to the spring waters covering it about once every 7 years, sometimes we are obliged to put the Stock and Cattle on the high lands, as the waters remain about 10 days upon this fine meadow. This Farm is now managed by Sarah Wright.
- No. 2—1802—This Farm was begun by P. Wright, and is now superintended by T. Brigham and is called the Waterloo Farm, it is chiefly made use of as a Meadow and Hay Farm, cleared land about 120 acres.
- No. 3—1810—This Farm was commenced by E. Chamberlin, and is called Chamberlin Farm, and is now superintended by Asa Meech, and has about 200 acres of cleared land.
- No. 4—1817—This Farm was commenced by John Rousenstrum, and is called Larnard Farm, and is superintended by Larnard, has about 35 acres.
- No. 5—1817—This Farm was commenced by Andrew Sanstrum, and is called the Swedish Farm, and is superintended by T. Brigham, and used as a Grazing Farm for the Columbia Farm, and has about 15 acres cleared.
- No. 6—1818—This Farm was commenced by David Benedict, and is called Benedict Farm, is superintended by R. Wright, has about 30 acres under improvement and is used for Grazing, Pasture and mowing.
- No. 7—1818—This Farm was commenced by _____ Chase, and is called Richards' Farm, is superintended by Richards, has about 80 acres of cleared land.
- No. 8—1821—This Farm was commenced by P. Wright, Junr. and is called the Chaudiere Lake Farm, and is superintended by Charles Simms, has a good house and store and lies upon the borders of the Lake and is used as a Public Stand and Tavern.
- No. 9—1821—This Farm was commenced by G. Gilson, and is called the Gilson Farm, and superintended by Gilson, and has about 15 acres cleared.
- No. 10—1821—This Farm was commenced by John Underhand, and is called the Buckingham Farm, and is superintended by Underhand, and has about 2 acres of cleared land.
- No. 11—1821—This Farm was commenced by Wyer Levet, and is called Templeton Farm, and is superintended by Levet, and has about 60 acres cleared land.
- No. 12—1821—This Farm was commenced by _____ Vallie, and is called Vallie Farm, and superintended by Vallie, and has about 40 acres cleared land.
- No. 13—1822—This Farm was commenced by C. C. Wright, and is called the Gateno Height Farm, and superintended by C. C. Wright, and has about 60 acres cut down and 30 under improvement.
- No. 14—1822—This Farm was commenced by Abijah Lardord, and is called Lock Harbour Farm, and is superintended by J. Fobert, and has about 12 acres cleared.
- No. 15—1822—This Farm was commenced by Thomas Brigham, and is called Brigham Farm, is also superintended by him, and has about 12 acres of cleared land.

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Houses.	Barns.	Stores.	Cleared Acres of Land.	Saw Mills.	Labouring Men.	Ditto Women.	Children under 10 years.	Children over 10 years.	Horses.	Oxen.	Cows.	Sheep.	Pigs.	Goats.	Tons of Hay.	Acres of Oats.	Ditto of I. Corn.	Ditto of Peas.	Ditto of Beans.	Ditto of Wheat.	Do. of Potatoes.	Turnips, Carrots	Taverns.
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number of large hay ricks, for some years past. I had made it a rule to raise from thirty to forty Calves upon this Farm, besides Colts, Lambs, Pigs, &c. I have in general about thirty old Pigs and double that number of young ones, besides fifty breeding Sheep.

1815.—During the year 1815 we continued to clear and improve this Farm and employed about twenty men during the Summer, and about seven during the Winter, the others, which were not wanted, were employed in preparing Timber for the Quebec Market; some employed in taking out the small stumps and roots, and level the roughest of the places, as the roots began to decay according to the size of the stumps. Beech and rock maple stumps are with much more ease taken out after the seventh year, Pine, Elm, Basswood and Hemlock are less liable to rot, and therefore require about fifteen years before they can be taken out especially those of the largest size. Every season I set a part a certain number of days, and take from two to six pair of Oxen harnessed with strong chains which are fastened round the stumps and drawn up, collected together into Piles and burnt upon the ground, and level the places from which they were drawn; this work is done mostly in our mowing and tillage Lands, but those of the largest kind we omit until a future time, as very year we are obliged to spend some time in opening of ditches for draining the Land, and also being very particular upon the first fall of Snow to sow my grass seed upon the Lands intended for mowing or pasturage, and also to have a quantity of Wood land underbrushed, and the underbrush piled for the better accommodation of cutting our fire wood, so as to have easy access for the wood, if the snow should happen to be deep. This Land in the Spring is then burnt and sown with Spring Wheat or other Seeds which is a great saving to the Farmer.

1816 to 1823.—These years were managed in much the same routine as the former year. This Farm called the Columbia Farm has in the whole about 800 acres of land cleared off, from its natural Forest, since the year 1811, into tillage, mowing and pasturage, &c. say three hundred Acres in tillage. And I have within these five years past raised 143 head of Cattle upon this same Farm.

COLUMBIA FALLS FARM AND VILLAGE, No. 4, formerly called the
Chaudière Falls.

In the year 1801, I began to clear off this Land, which was at that time in its Natural state, not a single tree or bush cut down; also built a log house and erected my Mills.—The Columbia falls which are adjoining the Village in the township of Hull, are of a very curious nature. A reef of Rocks stretching across the river, occasions the Water to fall about thirty feet perpendicular, and upon the upper part of these Falls there are three Islands, one of those Islands divides the stream of Water so as to cause about one fourth part to turn a little out of its original course, and fall into an immense chasm, which has been sounded to the depth of 113 feet, this water is then lost in the bowels of the Earth and no person knows where it again rises; In these falls are immense caverns in an irregular form of about thirty feet deep, the number of Rocks and caverns at this place are immense; the strata and layers are of various and curious form. This cavern or tunnel will at high water in the spring of the year, convey large quantities of trees and timber into it—And to see the velocity with which it is whirled round is most surprising; the force of water causing such vast quantities of froth or surf, to collect to the thickness of 6 or 8 feet.—We have collected two hundred Cords of broken timber out of this place in the spring season, when the water is high. The great advantages of these Falls are not yet known, the river might be easily bridged across as the Rocks are remarkably high upon each side. It seems as if nature had formed the abutments of a bridge, the span from side to side, is about 92 feet, and this great body of water is crowded through this Channel with immense force. There is no place between these Falls and Montreal, a distance of 120 miles, that there is any possibility of building a bridge across except at this place, from hence down the River for sixty four miles, is a beautiful piece of smooth water, from one to three miles wide, and generally from 20 to 30 feet deep, fit for a sloop of war to pass. We have a Steam-boat of ninety three feet keel, which passes four times a week up and down this fine River, besides the conveniency of a fine smooth water above these Falls which runs about thirty miles; and it is expected there will be established a Steam-boat upon that part of the River immediately.—The Mill sites upon those Falls, exceed every thing a person can have an idea of, one hundred mills, might be placed there without the smallest injury to each other with perfect safety—I have two Mills at this place, which are doing business for persons who reside near 100 miles up and down the River. These Falls are composed of remarkably fine Lime Stone. I have no doubt but Lime could be made here at half the expence required in any other place—I generally make large quantities every year, and it will be found to be of the greatest advantage for Agricultural purposes. No place affords such quantities of valuable Building Stones at this place, and at the same time so easy to be obtained, as it lies upon the surface of the Earth. There is also a remarkably fine bed of Iron Rock ore within four miles of this place, lying on the height of a declivity and in strata not more than 18 inches

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under the surface of the earth; and the time is not far distant when this Iron ore will become valuable and of the greatest advantage to the interior part of the Country, as we have already made use of some and find it of the best quality.—Finding this place to be the most advantageous for making a place of deposit for my general concerns, owing to the easy access to the water communication up and down the River, and the stoppage by reason of the Portage, I thought to expend considerable money in clearing land and building, knowing its local situation could not be rivaled by any, having two large Rivers emptying into the Ottawa near this place, The Gateno from the North, and the Rideau from the South, and generally a good surrounding Country. All these things were flattering even to overcome the disagreeable sensation of thinking that I was 120 miles from all business, and 80 miles from any Settlement, however I was determined to use every exertion that lay in my power, with a full hope and expectation that at some future period, it would become a second Montreal; such was then my opinion and is now from convincing proofs from twenty years' experience. Since that time I have commenced clearing and building, and have also laid down the site of a Village fit for business, which has answered my expectations in every respect.

1802.—I finished these Mills and Log House, and built a temporary Blacksmith's Shop, and purchased a set of Tools at Montreal, so as to complete any work in that line and save the trouble of going to Montreal, for every little article we wanted of that nature.

1803.—Hired a Blacksmith and Miller to attend the Shop and Mill, and also cleared 100 Acres of Land on the Gateno Meadow, for the benefit of the Columbia Falls Farm, (1804) made some additional improvements in buildings and cleared fifty Acres of Land, sowed it with Fall Wheat.

1805.—Built a large Barn 40 by 60, eighteen feet posts, and Sheds for the accommodation of my Cattle; gathered in the aforesaid Wheat which proved an extraordinary Crop, not short of forty bushels per acre; and cleared 100 Acres of Land on the Gateno Meadow, for the benefit of the Columbia Falls Farm, and also sowed it with Fall Wheat.

1806.—Built one small House and expended considerable sums of money in other improvements (say about One hundred and fifty Pounds.)

1807.—Built a Hemp Mill and made some other improvements.

1808.—On the eighth day of May, the whole of my Mills burnt down, and no insurance, same year commenced building them again.

1809.—Made improvements upon the Land, repairs upon the Mill Dam, &c.

1810.—Built a dwelling House and Store and removed to this place, to take charge of the whole (cost about 1200 Pounds.)

1811.—Employed about ten men upon this farm in different branches of business, and made further improvements, and also built a large School House.

1812.—Much the same as the preceding year, upon this part.

1813.—Built a House cleared some Land and made considerable fencing also built a Barn and cleared about 100 Acres of Land to the Gate-no Meadow, for the use of the Columbia Falls farm.

1814, 15, 16.—Much the same routine as the years before mentioned, except letting out a number of Jobs for clearing of Land.

1817.—Built a large School House.

1818.—Built a large dwelling House about 150 Rods from the Falls upon a height of Ground which as soon as finished, I removed into, and placed one of my Sons in the one I had just left, to take charge of the Falls Store &c this House was 40 feet square, two Stories high, Kitchen to the same 24 feet by 48 with five stacks of chimneys at the expense of about £2000, with Sheds adjoining the same, Barn, &c. This House is inclosed with a handsome railed fence, and the Ground planted with ornamental trees of different kinds, Elm, English Poplar, Rock Maple and Butternut; we likewise laid out a Road to the Lake Chaudière, seven miles in length, called Britannia Road, then plowed it on each side, and threw the earth to the centre to form it oval, levelled the hills and laid the stuff from the top into low places, built a number of Bridges and paved it with broken Stones in the low places, also built Stores at each end, for the deposit of different kinds of Goods, for the accommodation of the Upper Country. I also built a large Barn, 40 by 60—18 feet posts, Sheds, Yards, &c. to the amount of 1500 Pounds, 3 Gardens, also fenced round with a Stone Wall; with an extensive Nursery of young Fruit Trees, which cost me about £300.

1819.—Erected a large Tannery with Cylinder to Grind Bark by water, 40 feet by 75, three Stories high with Dams to contain the water for working the Mill; cost about £600—I also built a dwelling House, 20 feet by 30 upon the Common so called, this cost me about £200.

1820.—Built a large House called the Columbia Hotel, 40 feet by 83 with four Stacks of Chimneys, and eighteen fire places, three Story high on the front, this House is upon a large scale with two handsome Arched Chambers, and well finished off, painted and railed in front with seats and trees planted for the accommodation of public travellers, cost me about £2200—I have also erected a large Stone House, three Stories high thirty feet by sixty three, the lower floor being appropriated for Blacksmiths, Gunsmiths, and other Mechanical Workmen, with the advantage of the bellows being worked by water and also a trip hammer to strike by water, this cost me about £1200—Also two new Mills, one a Saw Mill, the other a Grist Mill at the expense of £1600, with an expensive Stone Dam to convey the water to the said Mills, 13 hundred feet long, 20 feet broad and ten feet deep, the walls upon each side are built with the best and largest Quarry Stone, the whole of the Stone rough faced on the front sides, the insides of the walls filled up with pounded Stone; this is the finest Piece of Stone work in North America, as is supposed by many; some of the Stones required ten yoke of Oxen, to draw them to the spot, cost was about 2000 Pounds, I also built a

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Stone building say 40 by 41—22 feet high with lofts, the Stone Wall hewed on three sides of the building, which cost me about £1000.

1821.—Built a Saddler's Shop and Shoemaker's Shop, and cleared about 100 Acres of Land, the Shops cost me about £100 and clearing the Land about £400.

1822.—Built a Bakehouse, which cost me about £75—also built a Stone Gun House, 28 feet by 38, 12 feet high finished complete having arched Magazine and other Apartments, a good well painted Roof to cover the same, which also cost me about £200, for the deposit and safety of two handsome pieces of Brass Cannon, three pounders. And I also raised a Company of seventy-three men which are commissioned by His Excellency the Earl of Dalhousie.

1823.—Have been Chiefly employed in building a Church of Stone, in this village 46 feet by 68 feet; height of the walls 28 feet, the front or south end, is of well hewn Stone, and about 15 feet high, in this said front wall, there are two square polished Stones, with the following inscriptions engraven thereupon one, (Erected in the year 1823) upon the other (built by subscription and donations). The Steeple is 121 feet high; the body of the Church is well covered and the frame is of the best Red Pine. We this year cleared sufficient Land to make up the quantity to about 600 Acres for the Village and benefit of the present establishment.

Lieutenant-Colonel *Bouchette*, Surveyor General of the Province of Lower-Canada, appeared before your Committee and made Answer as followeth:

Q. Are the Plates of your Map engraved with the dry point or etched with an acid?

A. I am not certain, but probably both ways.

Q. What was the thickness of the Plates?

A. I believe about one fifth of an inch.

Q. How many Impressions should you consider proofs?

A. At least a hundred, (I am not a *Connoisseur* in Engraving) perhaps a great many more. I am informed by the Engravers that one thousand have been struck off and that at least fifteen hundred more impressions might be taken. The Engravers have also informed me that the thickness of these plates is such, that after the first engraving shall be worn out, it will be possible twice to retouch it, so as to admit after each operation the taking of a number of good impressions, equal to those it could at first afford, so that I conceive the whole number of good impressions which these plates by means of retouching are capable of affording is between seven and eight thousand.

Q. Have you since the publication of that Map improved it?

A. I have bestowed considerable time and labor on the improvement of that Map from actual Surveys, that have taken place since the date of

its publication and from my own actual Survey along the Boundary Line under the Authority of the Treaty of Ghent.

Q. Please to lay before the Committee the Map as improved ?

[Lieut.-Colonel Bouchette sent for and laid before the Committee the Map as improved, accompanied by further documents for its future Improvement.]

Q. What length of time would it take you to complete the improvements ?

A. About six months.

Q. What sum of money would you expect for your draught containing the improvements of your Map as now completed ?

A. £1500, or I would be willing to take the sum actually paid by me for the plates, and I would besides expect to receive for my trouble in improving the Map, one half of the impression free from the expense of the Engraving, Printing and Stationary.

Q. What would be the expense of the engraving of the whole with its improvements ?

A. About £250 for the Engraving of the Map of Lower-Canada.

Q. What would be the expense of an Exploring Survey of the Country lying along the River St. John from its source to Lake Temiscouata ?

A. Not much more than two hundred pounds; but much depends on circumstances and the nature of the Country to be explored.

Q. Are there any Townships laid out in the rear of the Townships bordering on the Ottawa ?

A. None except Wentworth in the rear of Chatham.

Q. What would be the expense of an exploring Survey of each of those Tracts of Country ?

A. I cannot say what such Survey would cost, but I would beg leave to refer to the system suggested in my answer to the queries put to me and now forming part of the appendix of the last Report of this Committee.

Q. What would be the probable expense of an exploring Survey of the interior Country lying between Quebec and *Lac des Chats* on the Ottawa, extending North Westerly to an imaginary line from the depth of Stoneham to *Lac des Chats* ?

A. It is difficult to say with any certainty what would be the expense as much depends upon circumstances, the nature of the Country to be explored, and yet I should conceive that a sum of £500 would go a considerable way in the effectuating that object, and at any rate produce much valuable information.

Q. What are the documents from which that Country is laid down upon the Map published by you in 1815, respecting the interior Country lying between Lake St. John's and the Saguenay on the one side and the Ottawa on the other ?

A. Principally from an old Map of 1775 and Indian sketches, which appeared to me to convey the most correct idea of that unexplored

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Country, and that Map appeared to me to have been compiled from Indian sketches.

Q. What did the Plates offered by you to the Provincial Government and mentioned in His Excellency the Governor in Chief's Message of the 21st February last, cost you?

A. They have cost eight hundred and ninety one pounds, twelve shillings and four pence.

Q. What are the dimensions of Lake *Temiscouata*?

A. Its length is about nine leagues and its breadth varies from one to two and a half miles.

Q. Did the general Survey made by Major Holland, of Lower-Canada, under orders from His Majesty's Government in England, comprise the Country lying between Lake St. John and the Saguenay on the one side and the River St. Maurice on the other, and also the Country from the latter to Lake Temiscaming and the Ottawa?

A. I cannot say whether the instructions comprised the Survey of this tract of Country, but it does not appear from the documents in my Office that such a Survey has ever taken place, nor do I believe it has.

David Stuart, Esq. appeared before your Committee and Answered as follows:

With regard to your questions respecting the King's Posts, particularly the Soil, Climate, Timber, Lakes, Rivers, with their productions, &c. you have had information from people who are better acquainted with the Country and better judges than I am, therefore I beg leave to be silent on that subject.

The twelfth question is the only one on which I can give some information, in the Fall of 1803 I went to the King's Posts where I remained for six years; the following summer that I went there (say 1804), I found that there were about one thousand Indians, Women and Children included, between the River St. Maurice, King's Posts, Mingan Seigniory and Coast of Labrador. When I left the Posts in 1800 I was sorry to find that their number had diminished to about eight hundred, and as far as I can learn they do not at this moment amount to more than six hundred and fifty or seven hundred at most, owing to starvation, small pox, venereal, fevers and what is still worse, the quantity of spirituous liquors that is given to them by the Company and people trading along the Coasts. When they go on board of Vessels, Rum is their principal object, by which they get so much intoxicated that often in getting ashore they upset and many get drowned, and those that get ashore carry rum to their friends by which they all get drunk, and while in this state they often sleep in damp places by which they

get their death. During Summer they subsist on Fish, Fowl and Eggs, of which they have great plenty; and in Winter, on Beaver, Deer, Partridges, Porcupine; and when they are near Lakes by cutting holes in the ice they get Trout and White Fish; the former they take with hooks, the latter with nets, but as this is a kind of laborious work, the ice being from three to four feet thick, they seldom try it only when in a state of starvation.

Mr. *Richard Deloughry*, appeared before your Committee and Answered as follows:—

Q. Have you, as requested by the Committee examined the New Settlements of Lake Beauport, Stoneham, Valcartier, St. Patrick's and Port Neuf, and have you completed Statistical Tables of those New Settlements?

A. I have commenced the examination of the New Settlements referred to in this interrogatory and am proceeding in the said examination. I now lay before the Committee a Statistical Table of the New Settlement of Valcartier, under such general heads as seem to me most likely to convey the information desired. I will proceed with all diligence to examine the other Settlements mentioned in the interrogatory and when I have completed the examination will frame and lay before the Committee similar Tables of those Settlements.

Mr. Deloughry, afterwards also delivered to the Committee the following Tables.

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	Minots of Peas	Minots Potatoes	Minots Turnips	Bundles of Hay and Clover	100 Cabbages	Minots of Carrots	Lbs. of Butter	Lbs. of Sugar	Calves	Lambs	Pigs	Clover and Timothy seed
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		150					50					
3		200			500							
		120	8				60					
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		400	20				40					
		60					30					
5	3	100					150					
4	4	200					160		2			
4	7	500		250			50					
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		210					70					
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Robert Christie, Esquire, of Quebec, Advocate appeared before your Committee and answered as follows:

Q. Have you any local knowledge of the Country on the Ristigouche River and what is the nature of it in general?

A. Yes, I had occasion to pass that way last Summer towards the latter end of July, in Company with J. T. Taschereau, Esquire. The Country is generally mountainous, the whole distance from the Indian Village to near the Portage on the *Wagansis*, and with little exception, the Hills advance to the Edge of the Water; they appear for the most part unfit for the purpose of Agriculture and are in general stupendously high and steep, and in some places almost precipitous. There are however small intervals of alluvial Land in certain places, but these are not very frequent nor sufficiently extensive for making any considerable Settlements.—The face of the Country near the *Wagansis* and on the Ristigouche, for some distance below it, is more level than in the Inferior Parts of the latter river, but I think that a Settlement hereabouts would labour under many disadvantages by reason of its remoteness from other Settlements and the difficulty in approaching it

Q. What is the distance and the nature of the Soil and Country on the Portage between the two Rivers *Wagansis*, one emptying into the Ristigouche, the other into the Grand River, which also discharges itself into the River St. John, at about five leagues above the Grand Falls?

A. The distance over the Portage is I believe generally reputed to be three leagues, and from having travelled it, I should myself think it to be fully that distance. On leaving the *Wagansis* on the Ristigouche side, there is a considerable ascent, after which the land gradually slopes away until reaching the *Wagansis* on the opposite side. The Land is very good and well wooded all over. The whole course of the Grand River from the Portage to the St. John, eight leagues, is also good land, and the people on the *Madawaska* Settlement are beginning to make Settlements on the Lower parts of it near the mouth, which promise well. The Navigation of this River (*Grande Rivière*) is in many places obstructed by Jams of drift-wood torn away by the floods in the Spring, which form dams across it, which year after year accumulate filling up with Soil, sometimes divert the course of the River into new Channels.

Q. What is the distance from the confluence of the Grand and St. John Rivers to the confluence of the St. John and *Madawaska*, and what is the nature of the Soil and appearance of the Country?

A. The distance is about eight leagues and the whole way on both side is well settled by a Colony of Acadians, who appear to be in good circumstances, the land is a rich loamy Soil in general. The River in the Spring overflows its banks and leaves a deposit which fertilizes the Ground to an astonishing degree. On either side of the River, the *platins* or flat Grounds extend inland for some distance. They produce abundance of Hay and Pasturage, and enable the Inhabitants to keep numerous flocks and herds, and these would if they had any means of getting to Market with them be a source of great wealth to the Settlement.

Q. Have they no roads so as to come out to the St. Lawrence and thence to the Quebec Markets ?

A. No, they have in fact no such thing as a main road in their own Settlement, using the river as such by means of *pirogues* or small wooden Canoes, and this even from house to house. Their communication with the St. Lawrence, is extremely difficult and has I believe never been attempted by them with any thing like produce or Stock of any kind: the people feel the disadvantages under which in this respect they are placed, and complain much on that subject. They have in coming to the St. Lawrence fifteen leagues of water carriage to perform up the River *Madawaska* and Lake *Temiscouata*, before getting to the Portage, which is twelve leagues through and entirely impracticable for carriages. They are distant from Fredericton in New-Brunswick upwards of fifty leagues, and the interruption of the Great Falls as well as a want of roads in that direction also precludes them from that Market.

Q. Is the land generally good throughout the *Temiscouata* Portage, so as to be fit for Settlements ?

A. Generally, it is good, but there is one tract near the River St. Francis, where it will be utterly impossible to place Settlers— It extends three or four miles on either side of the Portage, but I cannot say how far in depth. The whole face of the Country hereabout is one entire bed of shivered Stone. It would be very easy to form Settlements on that Portage if the road were only opened.

Q. Does the Portage abound with materials for making roads, and what in your opinion might a good road across that whole line of Portage cost ?

A. The Portage in many places abounds with good materials for roads, such as timber for *Pontages* or causeways, Stone and Gravel in abundance. I do not consider myself as any way fit for giving an opinion as to the probable cost of making a good road through the Portage from St. André to the Lake *Temiscouata*,

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but should imagine that four thousand pounds would go a great way towards it :—Six thousand pounds under proper management would I apprehend suffice to make a good road throughout the whole distance.

Q. Have you any knowledge of the nature of the Country on the St. John river above the *Madawaska* Settlement and what is it ?

A. I Have no knowledge of it from my own observation, but I have understood from good authority that it is a rich Country and every way suited to Agriculture.

Q. What sort of land is there on the *Madawaska* River and is it settled ?

A. The land on the *Madawaska* river, a distance I believe of ten leagues or thereabouts from the head to its confluence with the River St. John, is of a most excellent kind as it appeared to me, but there are no Settlements on it with the exception of one or two families placed there, as I understood, by the Government for the convenience of the Mail Courier. The young people of the *Madawaska* Settlement, are however beginning to make clearings along this River in some spots, and in a few years hence it may probably become as flourishing a Settlement as *Madawaska* itself.

The following questions were transmitted by the Committee to *J. T. Tuschereau*, Esquire, who communicated the answers to them annexed.

Q. 1. Have you any local knowledge of the Country on the *Ristigouche* River, and what is the nature of it in general ?

Q. 2. What is the distance, the nature of the soil and Country on the Portage between the two rivers *Wagansis*, one emptying into the *Ristigouche*, the other into the *Grand* river, which also discharges itself into the River St. John at about five leagues above the *Grand Falls* ?

Q. 3. What is the distance from the confluence of the *Grand* and *St. John* Rivers to the confluence of the *St. John* and *Madawaska*, and what is the nature of the soil and appearance of the Country ?

Q. 4. Have they no roads so as to come out to the *St. Lawrence* and thence to the *Quebec* markets ?

Q. 5. Is the land generally good throughout the *Temiscouata* Portage, so as to be fit for settlements ?

Q. 6. Does the Portage abound with materials for making roads, and what in your opinion might a good road across that whole line of Portage cost ?

Q. 7. Have you any knowledge of the nature of the Country on the St. John River above the *Madawaska* settlement and what is it?

Q. 8. What sort of land is there on the *Madawaska* River, and is it settled?

[Answers to the questions above annexed.]

A. 1. I ascended the river *Ristigouche* in a canoe last summer as far as the River *Wagansis*. This is the only means by which I have been enabled to acquire any local knowledge of the Country. Its nature appeared to me to be generally mountainous and little fit for culture, excepting that part from the mouth of the river *Ristigouche* to a little distance above the river *Metapedia*. There is also a considerable extent of land at the head of the River *Ristigouche* where good settlements might be made. The borders of the River *Ristigouche* are covered with very fine timber for building, a great deal of which is taken for purposes of commerce. This river is further remarkable for its Salmon.

A. 2. The distance of the portage between the two rivers *Wagansis* is about nine miles, the land is divided by a height which is of pretty easy ascent, this portage is well fitted for culture and is covered in general with hard wood, spruce and other woods. The river *Wagansis* which discharges itself into the river *Ristigouche*, would be navigable for canoes if cleared of the trees which obstruct it, the land about it is flat and covered principally with Alders. The river *Wagansis* which discharges itself into the Great River is also navigable for canoes if cleared of trees, its borders are low and covered with Alders and high trees. The same observation might be made upon the Great River which discharges itself into the river St. John, the greatest part of the borders of which is covered with maple, building wood and mixed wood, the whole appears fit for culture.

A. 3. The distance from the discharge of the Great River into the St. John to the discharge of the River *Madawaska* into the St. John, is about 27 miles. The country in this extent is level and inhabited on both sides; the farmers appear well off notwithstanding the inconveniences they labour under, especially those of want of roads and of an outlet, and also those arising from the state of uncertainty in which they are, not knowing whether they form part of Lower Canada or New Brunswick, or the State of Maine. The soil appears to be rich (rich loam) very fit for culture. There appear to be very fine fields; wheat and other grain grow well. This country, in appearance promises to become a country of great importance in agriculture.

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The farmers, however, complain that they are sometimes exposed to slight frosts about the twenty-fifth of August; but this inconvenience must disappear there as well as elsewhere as soon as the clearing of land augments. I will cite on this subject what Mr. Moses Greenleaf has said in his "*Statistical view of the District of Maine*" of 1816, page 25, on the effect of land clearing or of felling trees, and this in relation to a place not very distant from the river St. John. "It is well known in other parts of the United States that any considerable progress in clearing the surface of the earth has been attended with an evidently favorable change in the temperature of the atmosphere. These facts will in a degree account for and be confirmed by the varieties in the climate noticed; and in support of the general inference, another circumstance in point may be adduced; near the centre of the district and beyond all the settlements yet made (if we except the few near the river St. John) is a tract containing about four hundred thousand acres in which the snow is usually gone and the leaves appear on the trees two or three weeks earlier in the spring, and the weather in the summer, particularly during the night, is sensibly much warmer than in any part of the surrounding country within 40 or 50 miles of it. The only observable difference between this and the adjacent country, to which this difference in climate can be readily referred, is, that the earth's surface in this tract is more exposed to the direct rays of the sun than in any other part of the Country of equal extent. In the autumn of the year 1798 a tremendous hurricane swept over this tract and levelled with the earth nearly all the trees then standing; since which fires kindled by the Indians and other hunters have overrun the most of it, and in many places nearly cleared the surface, a young growth has arisen but it is not yet in many places sufficient to shade the ground, so as to prevent in any degree the direct action of the sun's rays upon it."

"I will refer also to "*Young's letters of Agriculture*" on the causes which affect the climate and ameliorate or temper it."

As to that part of the river St. John which extends from the discharge of the River *Madawaska* to its sources, I have no other knowledge but from the reports of farmers and of the authors which I will cite. The farmers of *Madawaska* told me that the soil of the land along the latter part of the River St. John is nowise inferior in goodness and quality to that of the first part of this river of which I have just now spoken. This second part is inhabited for about eight leagues up from the discharge of the *Madawaska*, and I have been

told that many persons are desirous of having land there. This part of the river St. John, that is to say, from its junction with the *Madawaska* up towards its source, reaches nearly to the River St. Lawrence, it comes from several lakes into which several rivers discharge themselves and approaches very near the river *Etchemin*. The Indians ascend this river in Canoes at times and reach the river *Etchemin* by a portage in order to come to Quebec. Some Americans have gone down this River in canoes by making some portages from the State of Maine. It appears that this river affords a communication very far into the interior approaching the *Etchemin* in Lower-Canada and the State of Maine. It appears that an extensive lumber trade might be carried on here and lumber arrive into the Bay of Fundy by this River.

To give an account of what the older observers thought of the country in the neighbourhood of this river, and of what modern observers think of it, and in support of the reports concerning it, I will cite the following passages of Charlevoix and of Greenleaf. Charlevoix. vol. 1st quarto page 117, says "to return to the River St. John, it is one of the largest of New-France. The borders are covered with fine oaks and many other sorts of trees, the wood of which is of good quality, and particularly the beech trees, the fruit of which is triangular and difficult to open; but when presented to the fire it opens itself and has a very good taste. There are also to be found there vines, the grape of which is very large, the skin thick and hard, and the taste delicious". Greenleaf after having given a general description of the Interior of the District (now State) of Maine which he represents as excellent Land, and where he supposes that the River St. John forms a part of the State of Maine, says page 126 of his Book, "The Country watered by the St. John and its numerous branches forms the largest section of the Interior of Maine. In the eastern part of this the surface is comparatively very level, lying generally in broad gentle swells of an excellent soil, with a large growth of maple, beech, bass, Walnut &c. intermixed occasionally with firs and other evergreens. On the streams are large and rich intervals. Proceeding westward the hills rise higher with greater diversities in the surface and qualities of the soil, about the heads of the Aroostook on the south and Madawaska on the north, are Mountainous tracts, the intermediate space and that extending west to the boundary of the District may be considered generally as a hilly Country of a good soil; the growth of Timber is generally the same as in other parts of the District between the

“ south western branch of the St. John and the Canadian Frontier, there is a tract of some extent of level, poor land, covered principally with hemlock and white birch, and about the great Lakes on that branch are some considerable tracts of low Land with a growth of spruce and cedar, but these are not sufficiently extensive to form an important exception to the general description.

“ Page 128 he says on the whole there is no vacant territory in the United States, which affords so many advantages of communication with different markets already established and flourishing, as are to be found in the unsettled part of Maine; and it may be considered as rich in point of soil and containing as little waste Land as any other part of New-England of equal extent. As it proceeds in improvement, flour, pork, beef, wool, flax, &c. will become its staple articles. The products of about one half the territory will most naturally find their way to market on the St. Lawrence and St. John, whence neither the state nor the nation will derive any advantage from their consumption or exportation; unless measures are seasonably taken to provide for good roads to the markets within the District (of Maine); and more especially to improve the advantages offered by it.”

“ Page 129 he says “ the St. John is passable for boats ascending and descending from the grand falls near the eastern boundary, to its source in the Lake *Ahpmoojeene-Gumook*, excepting a small portage above the junction of the *Muduwaska* of about 20 rods in length. The general rapidity of the current is not great, boats descending with it requiring about half the time which they do in the ascent. To pass the grand falls requires a portage of about $1\frac{1}{2}$ mile, below which is good boat navigation to Frederickton at the head of the tide.”

“ Page 131, he says; “ nearly one half of the yet unsettled part of the Country lies on the waters of the St. John, which will afford the cheapest conveyance for its Lumber and produce for many years; it may therefore be expected that whenever this shall be settled, nearly its whole trade will be confined to markets on that river, out of the Jurisdiction or controul of the state and dependant on the policy or caprice of a Foreign Government; and whenever profit or advantage might accrue to the community from the reciprocal exchange of commodities between its different members or sections, it will be wholly lost, unless a safe and easy communication should be opened from some of the Sea-Ports within the District (of Maine) to that

" extensive and valuable territory, to suggest the practicability of such communication is the present object" &c.

Page 132, he says.

" To reach the central part of the Territory or the South Western branches of the St. John, by the assistance of canals from the tide waters in Maine, three Routes present themselves, viz :—1st Through the *Kennebeck* into Moose-head lake, thence into the West branch of *Penobscot* through that descending to *Chesuncook* Lake, from thence ascending through *Umbazukicus* to its source and thence to Lake *Ahpnoojeene-Gamook* at the head of the South Western branch of the St. John.—2nd. Through the *Penobscot*, following its Western branch to the head of *Chesuncook*, and thence as before.—3rd " Or through various small Streams and Ponds connecting in a measure both the former."

It appears by these extracts of Greenleaf, that he considers the Territories on the River St. John as forming part of the State of Maine, and that he already contemplates the means of drawing the commerce of it to the seaports of this State, and to turn it away from Quebec or New-Brunswick.

A. 4. The Farmers settled on the River St. John have no roads on their Farms, nor any outlet to go to Lake *Temiscouata*, their only communication between each other, and at this lake, is by canoes upon the River St. John and on the River *Madawaska*, they do not even know the regulations they ought to observe respecting the roads, not knowing under what Government they are.

From Lake *Temiscouata* there is a very bad road or outlet called the *Temiscouata* Portage of about thirty six miles long, to reach the River St. Lawrence ; It may be said that they cannot make use of it in its present state to come to the Quebec Market.

A. 5. The land is fit for settlement in the greater part of the *Temiscouata* portage, but there is a chain of high Mountains which divides it, and one part of this road for about two miles is a complete uncultivable rock.

A. 6. This portage abounds with the necessary materials fit for the making of roads, either upon the old plan of the Country or according to the system of M^r Adam. To make and complete this road and make the hills in the mountains of easy ascent would cost I think about £4000 Currency. Perhaps on the M^r Adam plan a less sum might answer. From the end of this Portage to go to the River *Madawaska* a small steam boat might be constructed to navigate on the Lake *Temiscouata*, which would facilitate the communication by this route to New-Brunswick. From this Lake to the River St. John a road would be required along the River

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Madawaska the Lands of which are habitable. If the Lands about the River St. John were settled up to its sources, divers other roads would be required between the river St. Lawrence and this river, between Quebec and St. André, and particularly one opposite to Quebec.

A. 7. This question is answered by the answer to the third question.

A. 8. The lands along the river *Madawaska* are settled only for a small distance from its junction with the St. John; they appeared to me to be generally fit for culture and tolerably level.

[EXTRACT from the JOURNALS of the HOUSE OF ASSEMBLY.]

MONDAY, 17th February, 1823.

LIST of Roads referred to in the Governor in Chief's Message, with a Schedule of the documents relating thereto.

Road through the Portage.

1. Petition of André Marquis, Courier.
2. Further statement of André Marquis.
3. Petition of Charles Taché, Esquire.

Road from Grand Point in the Township of Kingsley to Seigniorial Line of Saint Gregoire.

4. Petition of several inhabitants of Three-Rivers.

Road commonly called Craig's Road.

5. Petition of Landholders in the Townships of Ireland, Inverness and Leeds.

Road from Sorel to Drummondville.

6. Petition of Inhabitants of Sorel and Drummondville.

Road to Kennebec, State of Maine, United States of America.

No. 1.

To His Excellency George, Earl of Dalhousie, Baron Dalhousie, of Dalhousie Castle, Knight Grand Cross of the Most Honourable Military Order of the Bath, Governor General of North America, &c. &c.

The undersigned, Courier, carrying the Mails between Quebec and Fredericton,

Humbly represents to Your Excellency,

That the changes that have taken place since last year, in the conveyance of Mails by the way of the Portage which leads to the Lake Te-

miscouata, requiring your Petitioner to pass this Portage every week instead of every fortnight, as formerly, it becomes more necessary than ever to repair the worst parts of this Portage, as well to accelerate their passage as to secure their safety and that of the Courier and other Travellers.

That about Two Hundred Pounds has sufficed, not only for making the Bridges required, but also to make Causeways over the Marshes, the passage of which was almost impracticable in many places for six leagues and a half, that is to say from the St. Lawrence to the place called the *Grande Fourche*.

That from that place to the Lake, a distance of five leagues and a half, there are still some Marshes, the passage of which is dangerous and extremely difficult, and over which causeways are highly necessary, as it has already been done lower down. Wherefore your Petitioner respectfully prays that your Excellency will be pleased to order, that the latter portion of the said Road be repaired like the former, and shall pray.

Riv. du Loup, 12th Dec. 1821.

His
ANDRE ✕ MARQUIS.
mark.

Th. Casault, }
Ed. Michaud. } Witnesses.

We the undersigned certify that the allegations contained in this Petition are true.

Rivière du Loup, 12th December 1821.

ADOLPHE ROBITAILLE,
ED. MICHAUD,
LOUIS CARON.

No. 2.

André Marquis, Courier between the entrance of the Portage to Long's on Lake Témiscouata, has been seventeen years in the service.

Says,

The Road from the *Grande Fourche* to Long's, a distance of eighteen miles is in so very bad order, that it is necessary in the Spring and Fall to take a circuitous route through the woods, and that a sum of about four hundred pounds would be adequate to repair the Road.

That in the Spring and Fall of the year, he is compelled to go through the woods from Long's to the entrance of the Madawaska River, a distance of fifteen miles: that a Road might be made for about two hundred pounds.

That to make a permanent Road fit for carriages, from the entrance of the Grand Portage to Long's at Lake Témiscouata, a distance of thirty-six miles and sixteen acres, a sum of two thousand and five hundred pounds to three thousand pounds would be required.

That he has ten leagues through the Portage without a single habitation, that it would greatly facilitate the conveyance of the Mails, if a certain number of settlers could be procured, and that unless Government would insure rations or a compensation in money, no settlement on this route will be made.

That one of his sons will agree to settle on one of the Lots latterly entered upon by one David Gardner, on being allowed two shillings and six pence a day, for two years, and that a son of Long's would also settle.

That the Courier employed from Lake Temiscouata to a place called the *Dégèle*, a distance of forty five miles, not a single habitation is to be found, that in consequence the Courier is much exposed, and that settlements can only be expected by compensation.

No. 3.

To His Excellency George Earl of Dalhousie, Knight Grand Cross of the Most Honourable Military Order of the Bath, Governor in Chief of the Province of Lower-Canada, &c. &c. &c.

The Petition of Charles Taché, the younger, of Kamouraska, Esquire.

Humbly Sheweth—That the small Sum of one hundred and fifty pounds currency granted by the Legislature for repairing the Road to Lake Temiscouata in the year 1821, which repairs were made under your Petitioner's direction, by order of your Excellency, has proved insufficient for the purpose.

That your Petitioner in consideration of the impossibility of rendering the said Road fit for travelling, and of making the works of absolute necessity with that sum, has expended out of his own monies the sum of sixty one pounds thirteen shillings and two pence halfpenny currency over and above the sum granted by the Legislature.

Wherefore your Petitioner most respectfully prays that it please your Excellency to order that the said sum of sixty one pounds thirteen shillings and two pence half-penny be reimbursed to him, or that the accounts and receipts of your petitioner respecting the said repairs be laid before the Legislature at the next session for their consideration.

And shall pray, &c.

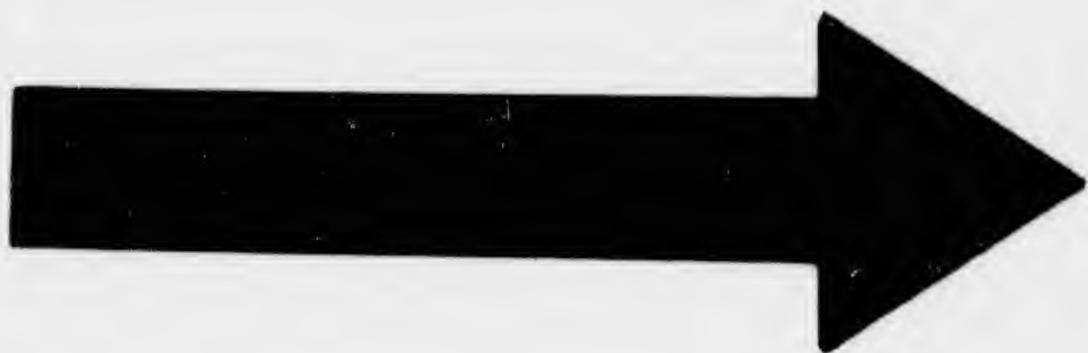
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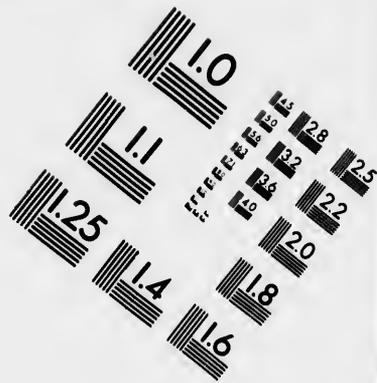
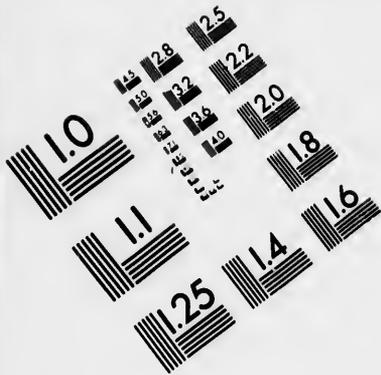
Kamouraska, 8th January 1823.

No. 4.

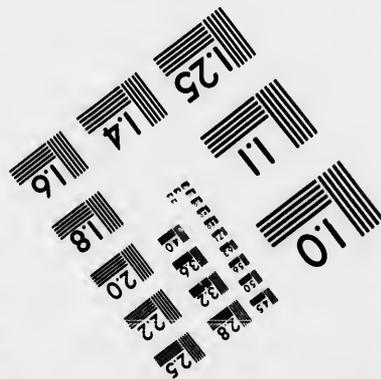
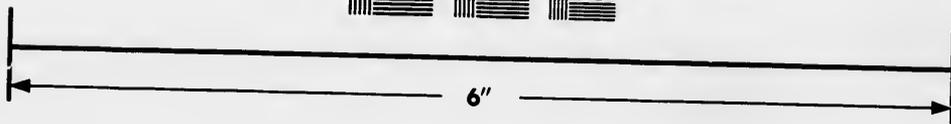
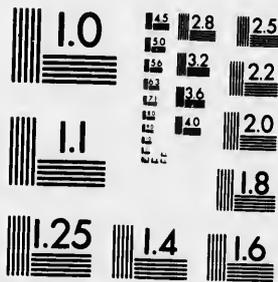
To His Excellency the Earl of Dalhousie, Knight Grand Cross of the Most Honourable Military Order of the Bath, Captain General and Governor in Chief of British North America, &c. &c. &c.

The memorial of the Subscribers to the Winter Road lately completed from Grand Point in Kingsey to the Seigniorial Line of Saint Gregoire,





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twenty-four miles of which were begun in one thousand eight hundred and sixteen by the Commissioners for the interior communications in the County of Buckinghamshire ;

Humbly represents,

That they were induced to finish the opening of that Road from a conviction of its being of great utility in promoting the Settlement of the neighbouring Townships, and also benefiting the Commerce of the Town of Three Rivers as well as shortening the distance from Grand Point to Three Rivers by twenty three miles.

That a moderate aid from the Legislature not exceeding three hundred Pounds, would effectually complete the Summer Road of twenty-eight miles, and thereby render most essential services to all the adjoining Townships, and greatly facilitate their progress of culture and encreasing population.

Wherefore, your Excellency's Petitioners, humbly request that an aid not exceeding three hundred pounds should be granted them.

And your Petitioners as in duty bound will never cease to pray.

Three-Rivers, January 7th 1823.

[Signed by 29 persons.]

No. 5.

To His Excellency George, Earl of Dalhousie, Knight Grand Cross of the most Honourable Military Order of the Bath, Captain General and Governor in Chief in and over the Provinces of Lower-Canada, Upper-Canada, Nova-Scotia, New-Brunswick and their several dependencies, Vice Admiral of the same, &c. &c. &c.

The Petition of the undersigned Land-Holders of the Township of Ireland, Inverness and Leeds.

Humbly represents,

That in consequence of the Lands bordering on Craig's Road from the Seigniority of Saint Giles to the District line, being owned by persons who have not performed the settling duties or caused the said Lands to be occupied, the making and repairing of the Roads have thereby not been attended to, and have therefore become so excessively bad as to deprive the persons now settled in the said Townships of Ireland, Inverness and Leeds, from bringing the produce of their Farms to market.

That the bad state of these Roads is of the greatest injury and detriment to all the Settlers upon the Township Lands generally, and will ultimately be ruinous to the settled Landholders in the said Townships, unless the said Roads and Bridges be repaired. The full amount of costs for so doing will not exceed the sum of two hundred and fifty Pounds currency.

Your Petitioners therefore humbly pray that Your Excellency will

be pleased to take their case into consideration and to grant such relief as may be deemed necessary.

And your petitioners as in duty bound will ever pray.

[Signed by 35 persons.]

Ireland, 10th January 1823.

SIR,

I beg leave to state you partly the situation of some of the Bridges on the Road stated in the Memorial.

1st. Kempt Bridge which is about one hundred and fifty feet between the two Lakes, namely, the Trout Lake and Lake Pitt, if it's not attended to, will stop all the communication between the Townships and Quebec, unless they go round by Three-Rivers, which I am informed is near one hundred miles farther.

2d The Grenadier's Bridge about one hundred feet, Miller's Bridge about the said extent ; forty several other Bridges of inferior sizes and causeways that were built in the time of Sir James Craig, as I think in the year one thousand eight hundred and nine, have never been repaired since, only little temporary repairs that the few Inhabitants did ; I hope your goodness will state the said to His Excellency, and so doing you will oblige,

Sir,

Your very obedient humble Servant,

JOHN McLEAN, L. M.

A. W. COCHRAN, Esq. }
Provincial Secretary, Quebec. }

No. 6.

To His Excellency the Right Honourable George Earl of Dalhousie, Knight Grand Cross of the Most Honourable Military Order of the Bath, Captain General and Governor in Chief in and over the Provinces of Upper and Lower-Canada, &c. &c. &c.

The Petition of the Inhabitants of Sorel, Drummondville, &c.

Humbly Sheweth,

That at present there is no Road between Sorel and Drummondville, which not only affects the advancement of these important and growing Villages, but is a serious embarrassment to the trade carried on between them, as well as most injurious to the intermediate Inhabitants, who are literally shut up from all communication with these places, but particularly with the former one to which they transport their produce.

Your Petitioners daily continue to lament the want of a direct Road, as the Inhabitants of Drummondville are obliged to transport their produce either by the River Saint Francis or by the present circuitous rout, a distance of no less than seventeen leagues, while Drummondville is

only nine leagues distant from Sorel in a straight line and across a fine level Country, most suitable for a Road, having no hills, and but one River to be crossed to impede the progress of any carriage, while the present mode of conveyance is attended with innumerable inconveniences from the unevenness of the Road, Ferries, &c. if the goods are sent by land, and by many rapids, portages, &c. if conveyed by water, together with the great distance of the journey, whereby the expenses of transportation are considerably increased.

That a direct Road has long been desired by all the Inhabitants of these places, and they have succeeded in completing part of the proposed Road, but are unable to finish the whole without Your Excellency's assistance. On the proposed Road leading directly from Sorel to Drummondville, about five miles have been made and are in good order, as also six miles through the Seigniory of *Deguire*, leaving only about sixteen miles of new Road to be made at the public expense, and out of those sixteen miles four and half leagues of the new Road are cut, twelve feet wide, marking out the Road very distinctly from *Deguire* to Drummondville.

That Mr. Josia. Wurtele has a Settlement of about three hundred Settlers, in the Seigniory of *Deguire*, who are totally destitute of a Road to either of the aforementioned places, thereby suffering great inconveniences, as they are unable to take their produce to Sorel and also to convey those articles in return to their Settlement which their necessities require.

That Sorel and Drummondville are rapidly increasing in population, that at the former place, five new wharves have been lately erected for the accommodation of Steam-Boats, that an extensive Trade exists between Sorel and Drummondville, as also with the intermediate Country and with the Country South of Drummondville; further, such a Road as the one laid out by your Petitioners would undoubtedly enhance the value of the Lands through which it may pass, as well as the circumjacent Lands; but above all, it would contribute greatly to the prosperity, welfare, and happiness of your Petitioners.

Your Petitioners are further stimulated to petition Your Excellency on the present occasion, as no public monies have as yet been expended on the improvement of Roads, convenient to them; and as they have advanced considerable sums, especially at Sorel, for the making of this new Road, they have little doubt but Your Excellency will take their circumstances into consideration, and will grant them that supply which the nature of their case requires.

And your Petitioners, as in duty bound, will ever pray.

Sorel, December 30th 1822.

[Signed by 36 persons.]

Monday, 17th February 1823.

PRESENT, Messrs. Taschereau, Oldham, Clouet and Cuvillier,
Mr. Taschereau called to the Chair.

Mr. William Sax appeared before your Committee, and made answer to the following Questions.

Q. Is there a Road between Sorel and Drummondville ?

A. Yes, it is open as far as Upton, but not in a direct line. From Upton to Drummondville there is no Road.

Q. What length of Road remains to be made between Sorel and Drummondville, by the shortest way ?

A. The shortest and most direct way is eleven leagues long, and there are about five miles of Road already made from Sorel to Drummondville, and I have heard that Mr. Wurtele has made part of the Road at his own expense on the Seigniorie of Deguire.

Q. What Seigniories and Townships would that Road cross ?

A. The Seigniories of Sorel, Bonsecours and Deguire, and the Townships of Upton and Grantham.

Q. Is the whole Township of Grantham in which Drummondville is situated all granted, is it well settled, and what is its population ?

A. It is all granted by the Crown, and in great part settled—I do not know what may be its population, but it is considerable.

Q. Is Upton so likewise ?

A. There are some Settlements in that Township, but there is not to my knowledge in that part which the Road would cross, although that part also is granted by the Crown.

Q. Are the Seigniories of Deguire, Bonsecours and Sorel settled ?

A. Yes, the greater part of them is settled.

Q. Is the Road from Sorel to Drummondville of public necessity, and if so, wherein consists such necessity ?

A. I think that Road the best outlet from the Townships, for people going thence to Montreal.

Q. Why should not that Road be made by virtue of the existing Road Acts, without the aid of the Legislature ?

A. I cannot answer that.

The Honourable Charles William Grant appeared before your Committee, and answered as follows, to the same questions as were put to Mr. Sax.

To the first Question.

A. Yes, there is a Road which passes by Yamaska, thence to the River Saint Francis, and upwards along the River as far as Drummondville.

The second and other Questions, as far as the sixth inclusively, having been put to him, he made answer as follows :

A. From Sorel to the second Concession of the *Pot au Beurre*, the distance is two leagues. There would be about two leagues of new Road to make in a direct line, as far as the River Yamaska ; from that River to the River David there would be a league to make, which the proprietor J. Wurtele, Esquire, intends to open ; and by that way most of the ascent is avoided. This Road might be completed according to law for Five Pounds *per arpent*, although in great part through a forest of light wood. The distance from the River David to the line of the Township of Upton, is two leagues and a half, and the Road is well made, and settled on both sides. There would besides be a Bridge to make, or a Ferry to establish on the River Yamaska : from the line of Upton to the ninth or tenth Range of Grantham there is no Road made, but there should be made one of about two leagues in Upton and two leagues in Grantham ; I think the latter portion of that Road could not be made for less than Ten Dollars *per arpent*, of that sum the proprietors should contribute one third. This last mentioned Road would terminate at the Road established in Drummondville. This outlet would be of the greatest benefit to all the Townships along the River Saint Francis, by communicating with all the Townships as far as Lake Memphremagog.

To the seventh Question.

A. All the Townships commonly called the Eastern Townships would have direct access to Sorel, and consequently a good market, which at present they have not.

To the eighth Question.

A. In the Seignior of Sorel there is already a Road, and I should not think it just to compel the Inhabitants to contribute for that new Road in the Townships, where the Crown and Clergy have extensive possessions.

Mr. Jonathan Wurtele appeared, and having heard the answer made by Mr. Sax and the Honourable Mr. Grant, he confirms the same, and says he has nothing to add.

Robert Jones, Esquire, a Member of this House, confirmed the evidence aforesaid, and made answer to the following Question :

Q. Can you say, why, to your knowledge, part of the money voted by virtue of the Internal Communication Act, was not laid out on that Road ?

A. The greater part of that Road lying within the County of Buckinghamshire, it was the interest of the Commissioners for that County, that the Road should lead to Three-Rivers, and when I applied to those Commissioners, they gave as their reason, that the money appropriated was not destined for the County of Richelieu, but that in their Report they would recommend the opening of that Road as far as Sorel.

Mr. Henry Scott appeared before your Committee.

Q. Have you been in the *State of Maine*?

A. Yes.

Q. Is a Road between this Province and that State as necessary to the Commerce of this Country, as the Roads of Communication between Montreal and the United States?

A. Yes.

Q. Are there any Roads of Communication between that State and New-Brunswick?

A. Yes: but the Roads are very bad.

Q. Is any Road opened between this Province and the *State of Maine*?

Ar Yes, this is what we call the Kennebec Road, but it is very bad, and not fit for carriages.

Q. Is any trade carried on between this Province and the United States by that Road?

A. Yes, there is no question but there would be an extensive trade, if the Road were good; it leads to the highest Sea-ports in the States, viz. Bath and Portland.

Q. What kind of Road would it be expedient to make, to effect a good communication for carriages?

A. The trees ought to be cut down four or five rods in breadth, and Causeways and Bridges made.

Mr. William Hall appeared before your Committee.

He approved the above deposition, and adds, that this Road would be a great advantage to Quebec, and that the Inhabitants of the back Concessions of the State of Maine would come to Quebec to purchase all kinds of goods; a good deal of cattle and provisions of all descriptions would be brought in by this Road; that he has known people coming from the State of Maine by the way of Stanstead, bringing goods to Quebec and carrying back other goods, by which they make a circuit of four hundred miles although they are hardly one hundred and fifty miles distant from Quebec.

Q. Is any Seignury or Township granted on that Road?

A. None.

Q. What is the length of that Road, and what sum of money would be requisite to complete a Road, and what kind of Road?

A. From the Mouth of the River du Loup to the Provincial Line, the length is about twenty-eight miles; the Road should be made four rods wide, as Mr. Scott observed, and not wider, because in winter the great drift of snow would make it impassable in many places. The trees might be cut down and trimmed ready for burning, at the rate of four dollars per running acre, the making of the Roads according to law, and rounded off in a turnpike manner, and the Bridges, with the exception of one only, might cost at the rate of two pounds an *arpent*. The cost of the remaining Bridge would be about twenty pounds.

The Honourable W. B. Felton appeared before your Committee.

Q. Will you read the evidence given by the Honourable Charles William Grant, and by Mr. Sax, Mr. Wurtele and Mr. Jones, respecting the Road from Sorel to Drummondville; have you any thing to add or observe on their testimony?

A. I shall only add, that as respects the general utility of the Road to the people of the Eastern Townships, it is, next to the direct communications with Montreal and Quebec, of the greatest importance, and is by far the most useful of the lines of communication, running parallel to the River Saint Francis.

Q. Do you know the Road opposite Long Point in the Township of Kingsey to the Seigniorial Line of Saint Grégoire, in what state is it, does it want any repairs or completing: will you read the Petition of several Inhabitants of Three Rivers, and have you any thing to observe on it, and on the Road therein mentioned?

A. On this Road I should remark, that as it runs through some unsettled Townships, it must of course be of a great utility to the people establishing themselves therein, and if properly made, will shorten the distance from the Banks of the Saint Francis to Three Rivers: so much of this Road as was contracted for by the Commissioners, requires to be ditched and drained throughout its whole length; and in short, there remains every thing to be done to it, excepting the felling of large timber, which would be better standing, as the logs and rubbish thrown down by the Contractors, only serve to embarrass the operation of ditching it.

Q. Are any persons obliged by the Road Laws to complete that Road and keep it in repair?

A. Not by the presumed construction of the Law in the District of Three-Rivers.

Q. Could not the work asked for in the said Petition be done by any persons by virtue of the Road Laws as in the other parts of the Province without the assistance of any sum of money from the Legislature?

A. No, it is impossible.

Q. What sum of money would be required for this Road?

A. About three hundred pounds.

Q. Do you know the part of Craig's Road from Shipton to the District line of Quebec, in what state is it, have the Commissioners of Internal Communications of Buckinghamshire in the District of Three-Rivers contracted with any person for this Road, and what has been done in this respect?

A. I am perfectly acquainted with this Road, it is almost impassable in its present state. The Commissioners contracted for making twenty miles of this Road from Shipton, nineteen miles of which were widened by felling the timber on either side, but the Road is now quite as impracticable as before the Contract was made.

Q. What sum of money would be required to complete this Road from the River Saint Francis in Shipton to the District of Quebec line?

A. It would require twelve hundred pounds to make the Road as it ought to be made.

Q. What is the length of this Road ?

A. Forty miles.

Q. Is any body bound by the Road Laws to complete and keep the Road in repair ?

A. I believe only ten miles of this Road has been laid out by the *Grand-Voyer* from the River Saint Francis

Q. Why was not the whole of the Road laid out by *Procès-Verbal* of the *Grand-Voyer* ?

A. Because it has not been petitioned for, the few Inhabitants on that Road not being able to pay the expenses of laying it out.

Q. Does not Dudswell Road shorten the distance from the Eastern Township and from the River Connecticut to Quebec, and what length of Roads remain to be done that way ?

A. From the Townships bordering on the River Connecticut, this Road shortens the distance to Quebec, it is laid out by the *Grand-Voyer* from Hereford to Dudswell and there remains about thirty-five miles without Inhabitants, on this it would be desirable to expend about five hundred pounds which would make it passable for cattle.

Q. Would not that Road be of great public advantage ?

A. It would.

Q. Would any person be obliged by the Roads Laws to complete this Road ?

A. Not as the Law now stands, and there are many miles of this Road as it is now laid out, which can never be settled, but I believe that, by varying the direction of the road in a slight degree, it may be carried through a Country that would admit of partial Settlement.

Q. What sum of money would be required to complete this Road .

A. To make a good and practicable Road it would require a large sum of money, but five hundred pounds judiciously laid out will make it passable.

Q. Will you read the Petition of the Landholders in the Township of Ireland, Inverness and Leeds, and what have you to observe on their demand ?

A. I think their request should be acceded to, as that Road is very useful.

Mr. William Sax again appeared before your Committee.

Q. Will you read Mr. Felton's testimony, and have you any thing to add ?

A. I should think the sum of two hundred and fifty pounds would be sufficient to make the road from the end of Saint Gregoire to the River Saint Francis opposite Long Point, because twenty-one miles of that Road are already opened, so that winter carriages may pass, and with the aid of the above two hundred and fifty pounds it may be made so that summer carriages may pass with ease and safety. With respect to Craig's

road I have to observe that the work done upon it by the Contractors has ameliorated it in several places within the distance of nineteen miles.

Mr. William Hall again appeared before your Committee.

Q. Do you know the Dudswell Road, what have you to observe on it, what length is it, and what sum of money would be required to open it, so as to make it pas-able for carriages ?

A. I know the Road of Dudswell ; it will be, in my opinion, the most public Road in the country ; the making a good Road will not cost less than seven hundred pounds, but with the aid of Subscription, it would perhaps only cost between three or four hundred pounds ; the length of the road is about thirty-six miles : the people on that road offered a few years ago to give a thousand days work upon it, and I have reason to believe they are of the same opinion now, if an aid was given by the Legislature. The proposed manner of making this Road, was, to have each mile of it measured off, and set up at public auction, and the lowest bidder would have that mile to do, at the lowest rate adjudged to him, by finding proper and sufficient security to fulfil his contract.

Mr. E. I. Man, appeared before your Committee.

Q. Will you read the Petition of the Inhabitants of the District of Gaspé, praying for a Road from the river St. Lawrence to Lake Matapédiac and river Ristigouche, and what have you to observe as to the advantages of that Road ?

A. I have had communication from some of the first characters in Halifax, Nova Scotia, on the subject of that road, so late back as twenty years, at which time it was thought an object of the first importance, not only as related to the improvement of the country, but also as related to the immediate interest of Government, as promising great advantages in the safe conveyance of the Mails between this city and Halifax, as also a *rendezvous* at Ristigouche for a fleet of Ships, which might from thence find the means of conveying troops through to the Settlement of Rimouski, by an eligible route at about five or six days march.

Q. What sum of money would be required to make this road ?

A. I beg to refer to the Report of the Exploring Party, appointed under the Act _____, which is now before the Governor in Chief, which states that it will require the sum of three thousand two hundred and sixty pounds.

Q. What is the length of this Road ?

A. As near as could be ascertained without an actual survey, it has been estimated at about ninety-eight miles from *Mitis* to the New Mission Point at Ristigouche, which is about eighteen miles from the Head of Chaleur Bay, and which last distance of eighteen miles is a safe navigation for large ships.

Mr. C. N. Mallory, of the Township of Eaton, appeared before your Committee.

Q. Do you know the Dudswell Road, what have you to observe on it, what length is it, and what sum of money would be required to open it, so as to make it passable for carriages?

A. I know the Dudswell Road, from the East Line of Wolfstown to the North Line of Dudswell, the distance is, as I am informed, about twenty-three miles; I think that a sum of five hundred pounds or thereabouts, with the assistance of the Inhabitants of several Townships, viz: Dudswell, Westbury, Eaton, Newport, Clifton, and Hereford, together with the encouragement which Mr. Anthony Anderson promises to give would be sufficient to make this Road passable for carriages.

John M'Nider, Esquire, appeared before your Committee.

Q. Do you know the place called the Petit Mitis?

A. Yes.

Q. Is it practicable to make a Road from that place to Ristigouche River and in what direction?

A. I think it very practicable by deviating a little from Mr. Man's plan.

Q. What advantages would derive to the Province at large from the opening of this Road?

A. In the first place this Road would open a sure communication with Halifax; secondly, the advantages would be the supply of Quebec during the winter season, with Fish from Little Mitis and from Ristigouche, by this new communication; and thirdly, the opening a fine Country for Settlers, as it abounds in good Land, good Timber and excellent Fisheries. Besides the distance from Ristigouche to Quebec is much shorter than from Boston. Fish from Mitis and Ristigouche can be brought here in much better state than from Boston, owing to the greater constancy of climate. From all the information I have collected it appears practicable, that a good Road from Mitis to Ristigouche may be made at little expense.

Q. Is any work necessary to be made to the Road from Rimouski to Mitis, and what sum of money would be required in that respect?

A. The Road to be made is very trifling, the expense according to my idea would not exceed one hundred and fifty pounds, because the Road from Rimouski Ferry is good for about a league or a league and a half on the other side of *L'Anse du Coq*, and there turning in to the country, to the southward one mile deep, the Road will continue east by south until you meet the Grand River Mitis, where a Bridge may be constructed at a very little expense, suppose fifty pounds, continuing in that direction through the Seigniory of Mitis, till you meet the projected Road to Ristigouche, this distance of about two leagues be done at the expense of the Seigniory.

Jean Baptiste Taché, Esquire, a Member of this House, appeared before your Committee, and produced vouchers in support of the Account of Charles Taché, Esquire, (absent,) laid before your Committee, for divers works performed on part of the Road of the *Portage of Témiscouata*, by which it appears, that he has expended to the extent of two hundred and eleven pounds thirteen shillings and one halfpenny on this Road, as appears by the vouchers produced, and which the said Sieur J. B. Taché withdrew, after their having been examined by the Committee. The said Charles Taché has received on account of the said sum one hundred and fifty pounds from Government, and which leaves a balance of sixty-one pounds thirteen shillings and one halfpenny, in favour of Charles Taché, Esquire.

Q. Does there remain any more work to be done on this road, and what sum would be necessary to complete it ?

A. There remains, according to what the Courier (who goes that way every week regularly) states, five leagues and a half, which it would be necessary to improve, as has been done with respect to that part of the said Road, which is mentioned in the Account before produced, and I have heard my brother say, that a sum of about two hundred pounds would suffice for that work.

Q. Is not this Road partly on the Territory of the United States ?

A. I cannot say, not knowing the Boundaries of the Province, but it is the only Road by which the Courier can go to Halifax.

Lieutenant Colonel Bouchette, Surveyor General, appeared before your Committee, and answered as follows:

Q. Will you inform the Committee whether the *Témiscouata* Portage Road, the usual route of the Halifax Courier, is situated in part, and what part, upon the Territory of the United States ?

A. That part of the Boundary Line between His Majesty's Dominions in America and the United States, comes under the fifth Article of the Treaty of Ghent, and the Commissioners under that Article have disagreed, in respect to which of the Ridges of High Lands should be the Boundary. In consequence thereof, after having communicated with each other on the point of difference existing between them, they have reported to their respective governments on that subject. It is therefore not in my power to state, whether any part of the *Témiscouata* Portage Roads is or is not situated within the Territory of the United States, but this, however, I can say, that one half thereof would fall within their limits, were the Ridge of High Lands assumed as the Boundary by the American Government acceded to, instead of the adoption of Mars Hill Ridge of High Lands, maintained as the

Boundary on the part of the British Government. I am nevertheless induced to believe, that some amicable adjustment of these differences is about taking place between the two Governments and that no part of that Road will be comprehended within the limits of the United States, inasmuch as the Boundary Line will most probably not extend as far North as the Great Falls on the River Saint John. These observations are only offered as my individual opinion.

In respect to every further information on the subject of the Road in question, I beg leave to refer to my Topography, French Volume, Page 556.

Q. Do you think a Road from Mitis to the River Ristigouche, and passing near Lake Matapedia necessary, and for what reasons?

A. Yes, I conceive this Road necessary for the following reasons, first, because the greater part of the Lands on the whole of that projected Road appear to be fit for settlement; secondly, on account of the necessity of such a Road of Communication between the Districts of Quebec and Gaspé, and under the doubts still existing in respect to the Témiscouata Portage Road being or not being in the Territory of the United-States; this is another strong reason why that Road should be opened and encouraged in preference to the Témiscouata Road, added to the impracticability of rendering this latter Road sufficiently good for Carriages unless considerable deviations are made in the direction of that Road, owing to the immense hills and rocky parts thereof: besides it appears to me that upon the event of that part of the country through which the Boundary Line between the British Dominions in America and the United-States is likely to pass, a shorter Road of Communication from Quebec to New-Brunswick might ultimately be opened from about Cap Saint Ignace on the Saint Lawrence, nearly to the head of the main Branch of the River Saint John, thence along that River to New-Brunswick, on which River for an extent of about seventy miles numerous Townships could be laid out on each side thereof and offering a field for Settlements, as well as upon various parts of the Road from Cap Saint Ignace to the River Saint John. I am however of opinion that the Témiscouata Portage Road being the only route by Land for the Courier, might be so far improved as to render it more convenient and fit for travelling than it is at present, and indeed it appears to me essentially necessary to a certain extent, inasmuch also as it is the only route to and from Madawaska.

Q. Do you think the Kennebec Road advantageous to the

District of Quebec and to the Province at large, and for what reason?

A. I think the opening of that Road necessary in a commercial point of view and beneficial to this Province as well as to the United States: it presents a short Communication from this Province to several Sea Ports in the United States, the distance from Quebec to the first Sea Port called Hallowell being about two hundred and eight miles, and the greatest distance of the last Canadian and the first American Settlement, by the Road now laid out does not exceed forty six miles. It is however to be observed that the greater part of the lands on that Road are stated to be rather uneven, rocky and wet; for further reasons I beg to refer to my Topography, page 508—French volume.

YOUR COMMITTEE having taken into consideration the Message of His Excellency the Governor in Chief and the several Petitions and Papers submitted, and the foregoing evidence, are of opinion, that there ought to be appropriated several sums of money for opening or completing such parts of the Roads hereinafter mentioned as cannot be opened by virtue of the existing Laws, that is to say:

For a Road from Sorel to Drummondville, a sum not exceeding	£500	0	0
For the continuation of Craig's Road by Dudf-wick	438	7	0
For the Kennebec Road	1300	0	0
For the Portage Road	200	0	0
To reimburse Charles Taché, Esquire, a sum by him applied on the same Road	61	13	0
For a Road from Mitis to the River Risticonche including the Sum of £1000 heretofore appropriated by the Act 57 Geo. III. Cap. 13.	2500	0	0
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	£5000	0	0

Being in all the sum of five thousand pounds Currency.

The whole nevertheless humbly submitted.

J. T. TASCHEREAU,

Chairman.

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