

RETURN

RELATING TO

SURVEY MADE BY MR. BLAIKLOCK

Of Territory

BETWEEN QUEBEC AND LAKE SAINT JOHN.

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.



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RETURN

TO AN ADDRESS of the Legislative Assembly, to His Excellency the Governor General, bearing date the 27th June, 1850, “for copy of the Report of any Exploration made by Mr. Blaiklock, or any other person, of any portion of Territory situate between Quebec and Lake St. John,—and also, a copy of the Instructions given to Mr. Blaiklock.”

By command,

J. LESLIE,

Secretary.

SECRETARY'S OFFICE,

Toronto, 18th July, 1850.

REPORT of *Mr. George Duberger on the Exploring line between Chicoutimi and Lake St. John.*

TO J. W. BLAIKLOCK, Esquire,
Deputy Provincial Surveyor,
Quebec,

SIR,—In conformity to the request of Joseph Bouchette, Esquire, Deputy Surveyor General, communicated to me by you in your letter of the 1st April last, stating that I am to furnish you with an ample Report upon my operations in the Lake St. John's expedition, together with any sketches that I may have made, &c. &c. &c.

As also you inform me that for the present you only request the Field Notes and Report upon the exploring line from Chicoutimi to Lake St. John, I beg leave to inform you that, on the

24th April last, I forwarded the requested Field Notes, and here annexed is my Report on the exploring line between Chicoutimi and Lake St. John.

REPORT.

On the 13th January, 1848, I started a compass line from the mouth of the Chicoutimi River, on a due west course (N. 70° W. Mag.) by my instrument.

On the 11th March following I reached the borders of Lake St. John, at about six miles East of the Honorable Hudson Bay Company's Trading Post at the mouth of River Metaubetchoan.

The chained distance between the mouth of the Chicoutimi River and the immediate borders of Lake St. John, is thirty-four miles and sixty-nine chains.

On that line, I have to observe that having as, I state above, forwarded my field notes, I am under the impression that it is unnecessary to repeat my observations at every three or four chains, as noted in the field book. I will therefore report mile by mile, from the first to the last; at the end of which I shall annex a general remark on the whole distance.

1st Mile.—My starting point was also that of Mr. Blaiklock's starting on the ice to scale the Saguenay River, from Chicoutimi to Lake St. John, &c. &c. &c. Both he and I left at the same moment for each our different operations—he on the ice, and I through the woods, with a view of connecting the two operations somewhere on the borders of Lake St. John.

Almost immediately on starting (at the eighth chain) I met a steep rock and earth hill, six chains from base to summit, then a regular continuation of broken and undulating ground, forming as many valleys, gullies, hills, holes, more or less steep, with occasionally granite rocks in different directions.

The soil met with between and amongst these valleys, &c., is nevertheless good. Yellow and black loam, with a good part of argile.

The wood is cedar, poplar, aspen, black and white birch, spruce, a few alders, and brushwood, which predominates, and is in general very thick.

2nd Mile—is for soil and wood nearly the same as the first mile; ground equally broken, the valleys deeper, and met with in different directions, nearly all extending in a north and south course.

Woods differ a little; no cedar, but a few white pine instead, of inferior quality, the best sorts having been cut by the lumbering establishments; what now remains, though put aside for the deal trade, may answer for boards. In addition to pine, ash wood is occasionally met with.

3rd Mile—begins with a gentle ascent of 19.50 chains. Then a steep rock, 15 feet perpendicular, running across the line, and extending many chains right and left. The line then continues in broken ground to the fortieth chain, then nearly level to the end. The soil is the same as before described; wood mixed; black and white birch augments.

4th Mile.—In taking leave of the third mile, I note hard wood to augment, but in beginning with this I find it getting scarce again, only to re-appear at the 45th chain, the line being nearly level to that distance; then a middling deep valley two chains wide cross it; we then continue on tolerable level ground, where hard wood again appears.

5th Mile—Differs from the last, as nearly the whole is through small hills and gullies, so intermixed that not even their courses could be ascertained. From the 60th to the 75th chain it is extremely rough and rocky. Soil as before mentioned. Spruce wood predominates.

6th Mile—Is a continuation of hills, holes, gullies, broken ground and rocks right and left. From the 45th to the 50th chain level, then again in broken ground to the 77th chain, then level to the end. Wood is as unequal as the surface of the ground: at spots we meet a few trees of hard wood, but soft wood by far predominates.

7th Mile.—In general this mile is like the last for wood and soil. The land inclines towards the Saguenay (to the right), which I suppose to be 35 or 40 chains off. At the 68.75 chains

Rivière des Sables is crossed one chain wide, general course N. and S.,; granite rock borders. On the East a gradual slight descent. On the West, steep rock ascent, over a ridge that on that side follows the river for some distance, without, however, appearing to extend far South.

It would appear that, a few chains south of the line, the country becomes quite level on each border of the river, affording by that means, and the good quality of the soil (on which grows fine, large, open, mixed wood) from one to three ranges of settlement in depth; on what length I have not been able to ascertain.—that same having but lately been explored by persons desirous of forming an agricultural settlement in that vicinity, having for that end made application direct to Government, for the purchase of a large tract of land on each border of that river (Rivière des Sables). The petitioners or applicants, having formed themselves into a company of 200 shares, of £12 10s. each, are now daily expecting Government's answer to begin their clearing operations; and it appears that they will not wait long, as several have already begun *en attendant*.

That river is rather shallow, at least at that season of the year, (26th January,) where I crossed it with my line, there appears to be but a few inches of water.

From the opposite side, the line continued in a large valley, course thereabouts E. and W.; that same, recrossed in different directions, by smaller ones, and broken ground, forming gullies, ascents, descents, and side hills to the end of this mile, where we found mixed and open wood.

8th Mile.—Has a better beginning than the forementioned, up to the 22.50 chain; all is level mixed wood, soil, as I could ascertain by the occasionally turned up roots, is black mould, loam and clay mixed. Opened and taller trees than any yet met with, at the above mentioned distance (22.50 chains) we crossed a valley 7.50 chains wide, with others, smaller, adjoining it, formed by the broken soil of the vicinity.

From the 30th to the 62nd chain level, then new valleys, gullies, ascents and descents. The soil as before described, except the absence of black mould; and in addition to the wood already mentioned, we have to add a few scattered white pine.

9th Mile.—Greatly differs from all the forementioned, as, with the exception of a slight valley, 5 chains wide, situated between the 10th and 15th chain, the rest of this mile is quite level. The soil is a mixture of soft rich clay and loam, open woods, consisting of poplar, aspen, white and black birch, alders, and a few brushwood. The superiority of the soil can be judged of by the large size of the above mentioned wood growing thereon.

10th Mile.—Up to the 40th chain, the same wood and soil as above; then the line keeps edging a rock on the left, parallel to the line for 40 chains. In depth that rock is irregular, 15 to 20 chains from its summit, we have the view of a level country to a considerable distance all round, which appears to extend farther to the south.

11th Mile.—At the 5th chain of this mile, we leave the advantageous tract of land embodied in the two preceding, and meet again broken ground, hills, holes and rocks.

At the 63.50 chains we cross a small shallow lake, 7 chains long and 5 wide. On the south and east rough rock borders, on the north low swampy soil, chiefly black mould; wood chiefly black spruce.

The line then continues ascending rocks and side hills.

12th Mile.—Rough all the way, hills, rocks and broken ground; still between all the rocks we find the soil to be rich loam. A few trees of hard wood is what we met with here and there.

After the 50th chain it becomes more level, but then sandy soil predominates, wood in general small, and again we have a few scattered white pine trees.

13th Mile.—Does not differ from the last, same rough country from the beginning to end. At the 45th chain we cross a brook 10 links wide, running eastward.

14th Mile.—Level to the 20th chain, and occasionally undulating. I should have said before that from the 12th to the said 20th chain, we were in a spruce swamp, thinly wooded. Then we again meet our old acquaintances, hills, holes, valleys, gullies, undulating and broken ground. From the summit of one of the rocks I could ascertain the above mentioned swamp to extend southward, widening as the distances increased.

From the 40th chain to the end of this mile, we occasionally met a few small maple trees and ashwood.

15th Mile.—Here again a slight change, up to the 20th chain level, inferior soil, wood chiefly small spruce and brushwood.

From the 30th to the 80th chain all is ascending and descending, and that chiefly over rocks, rising and extending to the right, forming side hills to the left.

On again climbing one of the rocks I observed to the southwest the country to be far more advantageous, appearing level and better wooded.

16th Mile.—To the 23d chain, level, then there we reach the low borders of a small lake, only one chain wide, but 22 long, charge from the north 10 links wide; discharge towards the west; the opposite borders are broken rocks.

At the 25th chain, crossed another brook, feeding another small lake to our left, we were opposite at the 41st chain, and at 6 chains from the line. That lake is about 10 chains long and five wide, lying E. and W. At the 58th chain we crossed its small discharge, running southward. From this last named distance, to the end of this mile, the country becomes again rough and broken.

17th Mile.—Continues the same, at the 21st 50 chains, we crossed a brook or small river, 50 links wide, and running to the N. E. At the 30th chain we follow a side rock hill to our right. In the vicinity we find tamarack and long thin spruce, and occasionally thick brushwood. On the left the country is far better, but immediately on the line, from the 50th to the 80th chain, as bad and rough as ever.

18th Mile.—Not quite so hilly as the last. The wood is in general, more assorted, and of the different qualities already described,—soil is also the same.

19th Mile.—To the 15th chain tolerable, only at the 12th chain we crossed over a small rock, but from the 15th to the 28th, 50 chains as rough as ever, then level to the 40th, then again broken rocks and undulating; we crossed a small brook feeding a small lake, 20 chains to our right, of 12 chains by 15, and discharging by another brook to the east.

In crossing the above cited brook, we immediately ascend a rock 30 feet high, and nearly perpendicular, after which, the remaining distance is nearly all in broken ground and rocky soil, forming a continual ascent and descent. Wood is the same as before.

This mile happening to pass the line on a more elevated part than the immediate vicinity, gave me an opportunity to observe that at a few chains right and left, the country had a far better prospect.

20th Mile,—Begins by a gradual descent to the 33rd, 50 chains, then we cross a large brook 55 links wide, very crooked, full of willows and alders.

At one and a half mile east of the line, this brook falls into a small rivèr, 1 to 2 chains wide, which takes its source further east, runs west, then south-west, then again gradually north, until it falls into the Saguenay, (near Boulanger's lumbering camp.) On that same river, (that has no name) at different spots, there are hundreds of saw logs to be draughted in the spring waters.

At the 59th chain we cross another small brook, also running eastward. Up to the 65th chain the country looks fair enough, both for soil and wood, which is mixed and open. Then again we fall in rough, rocky and broken ground.

21st Mile,—Descends a tolerable hill, occasionally forming a side hill to the right. At the 9th chain we cross the upper end of a small lake, quite narrow at the head, nearly circular at the foot, as there it is 10 chains wide, when at the other end, (where the line crossed it) it is but three chains, and being three chains to the head (from the line) and 12 chains to the other end, forming its length 15 chains.

The charge and discharge are both very small and narrow, running between rocks; the first comes from the south-west, the second goes south-east.

On the opposite side the line continues in very rough parts; at the 24th chain ascend a rock, meet the summit at the 25th chain. There, at that immediate spot I met difficulties caused by local attraction of 15° south, which was no longer felt at the 31st 50 chain; the said attraction was differently felt by three different compasses—two hand compasses and my own (a sur-

veying one,) the two others, the one shewing $12^{\circ} 50'$, the other 13° , and my own 15° , which I took for granted.

At the 55th chain, crossed another solitary rock, giving ascents and descents and side hills. From one of the elevations we had another view of the surrounding country, which shewed better prospects than at any other parts since the commencement of the line. Lake St. John appeared in sight 10 or 12 miles off.

22nd Mile.—Every thing now looks better, as only at the 77th chain I met a space of broken ground; mixed soil and mixed wood, such as white and black birch, small and tolerable spruce, ash, brushwood and a few white pine.

23rd Mile.—Not quite so level as the last, having occasionally crossed spots of broken ground, and undulating, forming a few slight hills; soil and wood the same, except white pine which I have not seen in this mile.

24th Mile.—At the 8th chain local attraction was again felt, first of 1° , then gradually of 10° , which however at a few chains on, quite disappeared. I again crossed a few broken parts, but of no great consequence; soil is thereabouts the same, clay, argile and loam—woods the same as last mile.

25th Mile.—Begins with broken and undulating soil, from the 10th to the 15th chain undulating only, after which, chiefly level, though occasionally broken to the 77th chain, then slightly ascending to the last.

The soil is again a rich mixed loam. Wood, white and black birch, small and large spruce, alders, and as usual brushwood.

26th Mile,—Continues slightly ascending to the 15th chain, thence broken to the 45th chain, after which, level; at the 55th chain we entered a spruce swamp, in which we continued to the end of this mile.

In the swamp the soil is a mixture of black mould and loam; underwood is like the preceding mile, mixed, but in addition to which we now find tamarack.

27th Mile,—Has again a better prospect, only at the 68th chain we met a spot of slightly broken ground, then we enter a valley in which we continue to the 80th chain; the soil is the same except black mould; wood is also mixed, hard and soft, at the 55th chain met a white pine here and there.

28th Mile.—At the 2nd chain crossed a small brook running northward, thence slightly broken to the 10th chain, after which that mile ends in quite level ground ; very rich soil, mixed wood as before.

29th Mile.—Small gullies to the 5th chain, (thence level to the end of this mile) ; there we enter a cedar swamp,—soil, black mould in argile and clay. The wood is as before, to which we now have to add large sized cedars.

30th Mile.—We now easily perceive that the nearer we get to Lake St John, the better the country looks. This mile is all level, and, in addition to the forementioned woods, we have ash wood in greater quantity yet seen. The soil rich, soft, dark and brown loam, and not a stone to be met with in any direction. The wood, I omitted to mention, is quite open, and clear ground between the different trees.

31st Mile.—A description of this mile would only be a repetition of the last ; the only difference I remarked is in the size of the wood, which is larger.

32nd Mile.—Rather differs from the two or three last. From the 4th to the 51st chain, nearly all in broken ground ; then we have a steep descent, only to ascend to the 58th chain to resume broken ground. At the 70th chain, deep gullies to the 77th chain ; then steep descents and broken to the end. Here and there, in the broken parts, we meet a few rocky parts, but, in general, the wood and soil are as above described.

33rd Mile.—Quite level ; at the 7th chain we reached the borders of Belle Rivière, which there is two chains wide, low alluvial banks. At that same spot, which I suppose to be $1\frac{1}{2}$ mile from the mouth, that river runs north and south. The soil in the vicinity is certainly the richest that could be met with for many miles round, being a thick bed of alluvian over argile and clay, and that same soil continually will augment in value, by the yearly overflow of Lake St. John, that runs up a long distance in that river, (about 3 miles, I am informed,) also overflowing a long distance over each border, keeping the soil covered, between 3 and 4 feet of water, until, generally, the 20th June, leaving every year an additional layer of alluvian.

True, that unless means are adopted to prevent the waters from so far extending over the soil, those parts may perhaps only be fit for hay, that in many spots grows naturally; but if even that especial spot is only fit for hay, that same will soon be in great requisition, as those quarters cannot now long remain in their natural state. It is perhaps as well to observe that many persons have pronounced it quite possible to prevent that overflow.

In general, the Belle Rivière runs in a large valley, sometimes $2\frac{1}{2}$ miles wide, in which we find the following woods; white and black birch, elm, ash, aspen, bastard maple, spruce, pine, immense long alders, and brushwood; in general, all is very open woods and between the trees we often meet hay of 6 or 7 feet in length.

Part of 34th Mile.—At the 69th chain I reached the borders of Lake St. John, having met the same soil and wood as the foregoing mile.

At the 28th chain, crossed a brook 30 links wide, very crooked, and running from west to east, and recrossed the same at the 29th chain, then again at the 31st; then we left it, continuing in the same general course, until, by all appearance, it falls in the Belle Rivière. I have reasons to suppose that that brook is La Rivière des Aulnets. At the 54th chain we crossed a swamp 6 chains wide, 20 long; then to 69 chains (the immediate borders of Lake St. John) we only had to cross a narrow chain of rocks, dividing the above mentioned valley from the borders of Lake St. John.

From the borders of the Lake (34 miles and 69 chains from my point of departure), on the course N. 21° W. (magnetic), at the distance of three chains and 7 links, I reached Mr. Blaiklock's Station Picket, marqué 67.

By the above operations I had connected my work with that of Mr. Blaiklock in his survey of that section of the country. I therefore considered my part fulfilled, and that very same night (11th March, 1848), with my party, I started for and reached the Honourable Hudson Bay Company's Trading Post at the mouth of the Metaubetchoan River; there I observed the variation of my instrument to be 17° west.

On the 14th of the same, I left the Lake for my return to Murray Bay, where I reached on the 21st following.

I remain, Sir,
 Your most humble and obed't servant,
 (Signed,) GEORGE DUBERGER.

R E M A R K S .

1st. From what I have written above, it is unnecessary to add that making choice of my immediate line for a road of communication between Chicoutimi and Lake St. John would not be commendable.

2nd. It is there seen that, from the point of departure to the 21st or 22nd mile, nearly the whole of that distance would be in broken ground, valleys, gullies, ascents, descents and rocks, forming as many obstacles to a good road of communication.

3rd. I have therefore to observe, that the course adopted for that line (N. 70 W., mag.) happened to follow a regular ridge-forming, as it were, the height of land between the Saguenay and a level tract of country in the environs of Lake Kanogomi, and others of smaller dimensions.

4th. The land in general on the south borders of the Saguenay, between Chicoutimi and Lake St. John, rises in different ridges, more or less rough, until a certain distance is attained at right angles, where in general we meet a level country and good soil.

5th. As I have occasionally explored right and left of the line, I have every reason to suppose that the line happened to pass thereabouts, on the height of the forementioned ridges, and I am therefore impressed with the idea, that a good road, crossing a level and cultivable soil, could be traced between Lake St. John and the present establishments at Chicoutimi, by exploring the country between or thereabouts, half way from my line and Lake Kanogomi. I have occasionally ascertained, that if that line had been started a few chains more to the left, on a course four or five degrees more south, the difficulties in which I have often been entangled would have been avoided, at the same time

I would have reached Lake St. John at some part nearer to the Post at Metaubetchoan, which I believe to have been the intention of the instructions.

6th. From what I could observe, joined to informations, the vicinity of the Belle Rivière, on the borders of Lake St. John, is the best tract of land to form the first settlements of the Lake. A Township, laid out in that section, would soon advantageously be disposed of, as the locality and soil have already attracted the attention of squatters, who, with the intention of soon taking possession, have written their names on trees and posts, without regard to regularities in the intended lots or their courses. Such steps will, undoubtedly, not fail to bring squatters and Government in annoyance, troubles and unnecessary expenses. That, however, could be avoided, if Government thought it proper to order the regular Survey of a Township in that section of the country; by that means future confusion and annoyances, caused by lots being irregularly divided, would be avoided, and mostly an immediate regular colonization would take place.

In saying that immediate colonization would take place, I say so from the knowledge I have of a great number of persons (as I have stated before) having had their names marked, and also of numbers of others, who are even now making preparations to do the same thing, with, I have reason to believe, true intention of settling in those parts.

(Signed,) GEORGE DUBERGER.

Murray Bay, 15th May, 1848.

(Copy.)

REPORT of Mr. GEORGE DUBERGER, Assistant in the *Exploratory Line for a Road of Communication from the West corner of the County of Stoneham (in the rear of Quebec), to Lake St. John—drawn in 1847–8, by F. W. BLAICKLOCK, Esquire, Provincial Land Surveyor, by order of the Crown Land Department, from which I am ordered to transmit this present Report to Mr. BLAICKLOCK.*

F. W. BLAICKLOCK, Esquire, P. L. S.,
Quebec.

SIR,—On the 27th August, 1847, I received orders from the Crown Land Department, bearing date 23rd of the same, which among other matters states that instructions have been addressed to you, for the survey of the Exploratory Line to be drawn from Stoneham, in the rear of Quebec, to Lake St. John, wherein I am named as Explorer to examine the country, &c., &c., &c.

1. On the 31st August, 1847, I made the necessary preparation I could here, and left Murray Bay on the 1st September following—reached Quebec on the 4th—reported myself to Mr. Blaiklock; on the 6th we both set too to continue our preparations, already far advanced by Mr. Blaiklock; that, and continued heavy rains, prevented us from being ready before the night of the 15th of the same.

2. The 16th Mr. Blaiklock, Mr. Wallace, (chain bearer), and myself, left Quebec for Valcartier, the rendezvous of the rest of the party, who joined us the following morning.

3. The whole party being now together, composed of Mr. Blaiklock, Mr. Wallace, and myself, with nine voyageurs—six for the line, and three for the exploration of the projected Road—when the said service would require that number.

4. Besides the above were a few carters conveying the provisions and other things belonging to the expedition as far as the Road would permit, which was in the vicinity of La Roche Plate, at a farmer named Cashon, where we reached that night—put such of our goods not immediately wanted in safety, and pitched our tents the first time.

5. On Saturday, the 18th, Mr. Blaiklock having made several

arrangements concerning the future conveying of the remaining provisions and other necessary precautions, the whole party set off for the point of departure, with the surveying operations. The west corner of the Township of Stoneham, near Lac Laurent, where we reached in the evening, Mr. Blaiklock immediately finding the very picket he wanted, began his observations.

6. On Sunday, the 19th, he established the latitude of the spot to be $47^{\circ} 0' 29''$; the operation of the line commenced on the following day (20th), on the astronomical course N. 15 W.; that and the following day the whole party were required in the line.

7. The 22nd, with one man, I went in the vicinity of the line's point of departure, to also fix that of the exploratory track intended to form the base of a Road from Quebec to Lake St. John.

8. For that end I went at about half a mile in the rear of the line, to a spot on the borders of River Huron, that appeared to have had previously been selected for a bridge over that river, being also the end of the Road of communication in use from Quebec to those parts; I took my departure on, and crossing the property of a farmer named Daly, commenced the tracing of the Road.

9. Previous to reporting progress it may be necessary to offer a few observations—that, notwithstanding Mr. Blaiklock's and my own endeavours to procure some local information of the country we had to run through, we invariably found ourselves disappointed.

10. From River Huron (my starting point) to the borders of the Jacques Cartier River, here and there, there are English and Canadian farmers, or squatters, to whom, as is usual in similar cases, we addressed ourselves for information concerning the environs, but in general found that beyond their immediate lots (not even always that) these good people were as ignorant as ourselves as to those settled on the south borders of the Jacques Cartier; many of them had never gone across that river, notwithstanding in that vicinity that it is very narrow, say from one to one and a-half chain, so that their informations were very limited, or confined to *des ou dits*.

11. As for the Indians who formed part of our voyageurs (Lorette Indians), true that they had gone hunting in different parts of that country, but for all that, knew nothing of the route we were to follow, neither of its environs, for miles their hunting ground being in quite a different direction.

12. I had been informed that at Three Rivers I would be able to procure a person acquainted with the country in question—I, therefore, went there, but returned unsuccessful.

13. At Lorette some one might have been found who would have been of more use to us than those we were obliged to engage, but the wages allowed in Mr. Blaiklock's instructions were far from being equal to their demands.

14. Among our men, only one, a half breed, from Lorette, called André, gave us slight hopes, that, once far advanced in the interior, we might come across some parts previously seen by him in his hunting excursions.

15. The first starting of the line was anything but encouraging, the surrounding country offering but a bold mountainous, rough and broken aspect, such as Mr. Blaiklock's plan and my sketch will shew.

16. From what I have stated, will be seen that the tracing of a road in a thoroughly unknown country, was an important and difficult task, especially for persons crossing the same for the first time. The numerous mountains over which the line had to pass, occasionally left between them valleys of different length and breadth, which, on inspection, were often abandoned, on account of unforeseen and invincible obstacles in the intended road, and that, at times, after two or three days explorations, which caused us many false routes and unavoidable loss of time on my part; but not so with the running of the line, that, notwithstanding the extremely rough and disadvantageous localities, and other obstacles too numerous here to relate, gradually progressed, a thing due to the extraordinary abilities of its intrepid conductor, by whom the greatest obstacles and hardship were encountered and surmounted with the *plus grand sang froid possible*.

17. From what I have stated it will be seen that, to the distance that I formed one of the expedition, both trace and line, crossed

an extraordinary rough country, the best parts of which I have invariably selected to fulfil the duties assigned to me.

18. The sequel and accompanying sketch, will as much as possible convey the feature of that country; at the same time I beg to observe that my distances were by different means obtained, by guess, and my courses taken with a hand compass; subject of course to occasional errors, by local attractions and otherwise; these considerations will, I trust, be accepted in account for errors in latitude and departure, as well as distances, that will occasionally be met with in annexing my guessed or estimated operations to the regular survey performed by Mr. Blaiklock.

19. My united distances from River Huron to the south borders of the Jacques Cartier are 6 miles 20 chains and 50 links, in a general course, N. 1° E. magnetic, where I reached a suitable place for a bridge, about 20 chains east of the line; there beams 60 feet in length would reach the solid rock on each side.

20. A road from the Huron River to that spot could be easily effected; the whole space being in a sort of valley of irregular breadth, rich soil, well wooded, mixed, and in general tall growth; few hills of no great consequence, few brooks, from 6 to 10 links. The only hill of any consequence would be in descending the borders of the Jacques Cartier to reach the above mentioned bridge site, on the property of a Canadian farmer (though he bears an English name), named Price, the trace passing at the west corner of his house; wood adequate for the building a bridge would be found near at hand.

21. There are between the Huron River and the Jacques Cartier, a few lots partly cleared, owned by, as before stated, English, or rather Irish and Canadian families, who do not appear to have made great progress in the clearing of land; the reason of which I could not ascertain, since they themselves acknowledge the climate and the soil to be equally good and advantageous; still long distances, in the forementioned space, are crossed without meeting a single tree felled. The greatest distance that I was from the line during that space was $2\frac{3}{4}$ miles on the line, 22 chains to the west, and $4\frac{1}{2}$ miles, 34 chains to the east, in order to avoid rocks, lakes, large brooks and hills; hav-

ing, owing to those obstructions, made use of the line between the second and third mile only about 20 chains.

22. From the 22d September to the 7th October, our different employments enabled us to terminate on the south side of the Jacques Cartier; our tents and baggage were then transported to the north side of that river, where I had previously gone to reconnoitre the locality.

23. The general course of the Jacques Cartier, in the vicinity of the bridge site is N. 60° E., very rough and rapid, current rendered dangerous from numerous large and small stones, in all directions, which causes travellers to select particular spots to cross from one side to the other. In the upper part, that same river is divided into several branches.

24. The south side is certainly very bold, but the north is again worse, a high chain of granite mountains forms its borders, from the summit of which, as far as the eye can discover, north, east and west, an extensive tract of country is seen actually with high and barren mountains, whose rocky summits are for the greatest part, left bare, shewing at a glance that the whole country is barren and uninhabitable, from its invariable rock and stony soil; an additional proof of which, are the numerous and extensive windfalls met or seen in all directions, deciding at once the thin and light soil that covers the surface of that rocky region, so thinly too, that the small spruce and balsam trees, that form the generality of the wood, cannot resist the ordinary strong autumn winds.

25. After a long search I fixed on a valley to the eastward, which I reached in following a flat and level space between the river and its adjoining mountains; finding the same adequated I continued the tracing of the road in that direction to the mouth of the valley 2 miles and 30 chains from the bridge place, on a general course north 50° east.

26. From that until the 11th October, I kept, with one, sometimes two Indians, exploring east and west, for a passage, not only to continue the road but with it, be able to again reach the environs of the line, succeeding at last.

27. The above mentioned valley's general course is north, situate between two ranges of mountains, conducting by a gradual

ascent to the borders of three lakes, nearly touching one another; viz., Lake St. Thomas, St. Vincent and St. Guillaume, distant from the mouth of the valley or the borders of the Jacques Cartier about two and a-half miles.

28. Owing to these lakes being in a valley (lying nearly east and west) the spring waters greatly overflow their neighbourhood, I was prevented from conducting the trace between the two first, (St. Thomas and St. Vincent,) but passed over the very narrow discharge of the third (St. Guillaume) in the second, that same being quite shallow and so narrow that a 30 link bridge would be sufficient.

29. At that particular spot I ascertained the sum of distances in my different courses to be thirteen miles and ten chains from River Huron, and three and a-half miles east of the line, to reach this passage between the two lakes there are from the commencement of the aforesaid valley several long and short hills, more or less steep, side hills, ascents and descents, but nothing impracticable, but from the bridge site, over the Jacques Cartier, no spots worth mentioning to form the least settlement.

30. From this last station, my 17th easting from the bridge place, I conducted the tracing westward, about 50 chains, reaching then the lowest part of forementioned range of mountains bordering the Jacques Cartier, there, by means of a few right and left short stations, amounting to thirty-eight and a-half chains, I reached and cleared the summit of that range of mountains.

31. This last ascent over rocky parts will be steep, difficult and costly, nevertheless, practicable, at the same time that it is the only spot I could select for miles in the environs to insure me the way to again rejoin the vicinity of the line.

32. That chain cleared, another valley is entered, extending westward, in thereabouts the course N. 74° W., irregular in breadth, say 40 to 100 chains, in length something like two and a quarter miles, the soil, rich brown or yellow loam; wood, spruce, balsam, white and black birch, (and the ever accompanying brushwood,) the whole being in general tall growth, at the exception of here and there a few broken spots, the whole may be comparatively called level; I conducted the trace to its western

extremity, to a cut between other mountains, forming another small valley, which on the 18th October, I ascended with the trace of road, by means of six right and left courses of more or less length, amounting to 1 mile and 16 chains. I reached without obstructions, the height of that range, being my 35th station from the bridge place on the Jacques Cartier and thereabouts 17 miles and 7 chains from my starting point on the Huron River, and opposite to 12 miles and 24 chains on the line that passed them in a rough, deep, and broken valley, at the distance of about 35 chains to the west of my last station. On my right at unequal distances stood another chain of barren mountains bearing about N. 12° W.

33. The base of these last, formed a flat, inclining northward, which answered my end, in tracing my road, the soil being barren, loose stones and rocks, extensive windfalls, nevertheless on the whole sufficiently level to continue, viz., 36th station, N. 15° W., 60 chains; 37th station, N. 20° W., 42 chains; 38th station, N. 2° W., (general course,) 122 chains, ascending nearly all the time, the end of that station brought me to the borders of a small river, which we called Dead-water River, the line being but a few chains to the westward, on its 15 miles; my own distances, amounting to 19 miles 71 chains and 50 links.

34. Dead-water River, is 4 to 5 feet deep, sandy bottom, low banks, about $1\frac{1}{4}$ chains wide, so little current that it is difficult to distinguish any, which accounts for the name given by us.

35. The surrounding country is so covered with high mountains spread about in such confusion, that no particular directions can be designated.

36. So as to benefit by the most practicable cuts and valleys. I crossed the river and line, conducting the trace of road westward, making a sort of semi-circle, then easting I again reached the line on its 16 mile and 17th chain. Having at my greatest westing been about 35 chains from it.

37. In this last westing turn, as usual, I met a few ascents and descents, as well as side hills, but nothing of great consequence. Soil in these last valleys and gullies a mixture of sand, loam, loose stones, and rocks; a few birch trees, but generally

soft wood. My own distance at the line was 21 miles and 57 chains.

38. Finding now the line adequate for the road, I followed it to its 17th mile and 40 chains, when again I found it necessary to leave it for the eastward, avoiding a lake, regaining it again, and crossing it at 18 miles, 28 chains and 50 links; then nearly following it on the left the distance of 43 chains, where again the surrounding country presents nothing but mountains, hills, valleys, and gullies in all directions, which caused me to strike westward from where I was, say six chains west of the line, on there its $18\frac{3}{4}$ miles, and my distances being 24 miles 23 chains 50 links. Here I crossed a large brook, supposed by us to be one of the branches of the St. Anne River.

39. In that vicinity the country was so rough and broken, that for a few days I despaired of being able to find a passage to justify my hopes of conducting the trace any farther. After a long search, I succeeded in finding a good passage, which obliged me to leave the line for a long distance.

40. On the 29th October, I resumed on a general course, N. 35° W., 40 chains, N. 55° W., 20 chains, N. 25° W. 30 chains—nearly all the time in a large valley, slightly ascending at first; then nearly level, poor, thin, sandy soil, occasionally stones and rocks, and nearly all the way in windfalls, at last coming to a steep descent about 30 chains long, which, however, can be made good by means of a few places requiring to be blasted, and making slight turns to diminish the steepness of that hill which I have named the Tourile Hill, owing to its ending on the borders of the Tourile River, there I was at about one mile west of the line, and the surrounding country if possible worse than before, covered with wild mountains.

41. Having, as before stated, previously examined the country, and convinced myself that not only no better parts could be selected to answer for the continuation of the road, but that absolutely no better could be found for five or six miles east of the Tourile.

42. As for the idea of attempting to find the means of tracing the road in a more westerly direction, the thing was absolutely

out of the question, owing to tremendous mountains and rocks, which in that direction were actually crammed together.

43. Tourile River coming from the northward, low borders on the east side, with a good space of comparatively level country between the banks of the river and the nearest mountains of that side, promising a reasonable distance a-head well adequated for the road, which in consequence I proceeded in tracing.

44. At my 18th station among mountains, ridges, hills, and valleys, I took an offset of one mile and forty-seven chains, by which I reached the line at $23\frac{1}{2}$ miles.

45. At this part the river is divided into two branches. The one I kept following, gradually turns eastward; the other, the main branch, westward. Between these two branches the tract of land is, like the adjoining country, rough and barren.

46. On the accompanying sketch I have laid down that branch, but have to remark that I have not followed it in my exploring excursions, having only ascertained the two extreme points to a certain distance, one up and the other downwards. I laid the middle part from a general course taken of the cut formed among the surrounding mountains.

47. I took my twentieth station north, leading me continually in the vicinity of the river and its lakes or expansion, for a distance of 195 chains; then taking an offset to the line, gave me 1 mile and 39 chains to the 26th mile post, my own distances amounting to 31 miles, 74 chains and 25 links, the country between the trace and line, as usual, rough, broken, poor, miserable, thin soil, accounting for also several windfalls.

48. Following the easting course of the inferior branch, which became more and more narrow, until it became a mere brook. Now, however, the country presented a more level appearance than before, but the soil the same, poor and uncultivable. On the 4th December, I again reached the line, on its 27th mile and 10 chains, which I followed up to its 28th mile. My own distance, 34 miles and 63 chains.

49. A large lake, 15 chains ahead of the line, made me leave by a slight easting, which enabled me to pass the trace on, and over a narrow space of 120 feet, uniting this first to a second lake, which in a similar way was joined to a third one, these

three so slightly separated, that all appeared but one, to which I gave the name of Tripple Lake. As usual, in the vicinity, the country, to a greater or less distance, was level, but same poor soil.

50. The first of these lakes, through nearly the centre of which the line runs, is about 50 chains; the second, lying about N. W., 30 chains; and the third, feeding the second, lying S. 30° E., 50 chains long., all of which are irregular in breadth.

51. Having, as I stated, passed the trace between the 1st and 2nd of these lakes, whose west borders I nearly followed for about 25 chains, I then took a general course N. 31° W. for about 30 chains, by means of which in a tolerably level country, I reached the line, I could not exactly ascertain on what distance, (the chaining not having been accomplished to that distance,) which may have been near $29\frac{1}{4}$ miles, my own bearing 36 miles and 7 chains.

52. From the passage between the two last lakes up to the line, the whole is on a gentle ascent, with now and then considerable level spaces, over the best looking small tract of land, since I left the borders of the Jacques Cartier, as well as the best lot of tall mixed woods, spruce, pine, birch and balsam, but the area embracing that same good rich soil is so inconsiderable, that it cannot be pointed out as fit for even forming a settlement.

53. Having previously ascertained, that to the east and to the west of the line there were large lakes, that Mr. Blaiklock wished to annex to his plan, his party and mine being now together, he requested my exploring them.

54. Accordingly on the 7th December, he continued his operation, and I went westward, starting from the $29\frac{1}{4}$ mile of the line, on the course S. 75° W., descending nearly all the time: about 100 chains brought me to the head of a large lake, fed by the forementioned main branch of the Tourile River, which there came from the westward.

55. That lake, surrounded with mountains, lying about N. and S., is about 100 chains long, 45 to 50 wide, very irregularly shaped, receiving besides its own river and another small one from the N. W., also the waters of the Tripple Lake, whose discharge follows right and left the cuts of mountains lying be-

tween the two, forming several cascades, small falls, right and left turns. Having explored the environs and finding nothing but hills, mountains and rocks, I went back to Tripple Lake.

56.—The following day, (8th December,) I started eastward, and from Tripple Lake, E. 40 chains, N. 45 E. 20 chains, E. 25 chains, forming 1 mile and 5 chains; reaching then a narrow lake 30 chains long, lying N. 45° E. discharging in an adjoining one, distant 3 chains, lying E. 13 chains long—that same falling into a third large one to the east of this last, at the distance of about 30 chains.

57. This third one is of large dimensions, more so than any others yet met. My guide André here gave me proofs of his knowing where he was, having formerly hunted in that part of the country; he called that lake *le Grand Lac de la branche nord de la Rivière Jacques Cartier*, lying thereabouts in its greatest length N. 45 W. about 2 miles long, irregularly shaped, the greatest breadth being about 1 mile and 50 chains.

58. The above, besides other brooks, receive the waters of two small rivers, one coming from the south, and the other from the north; the discharge is also a small river of $\frac{1}{2}$ to $\frac{3}{4}$ chains wide, situated to the east of the lake, and going southward.

59. The surrounding country except the environs of the North Charge, which is rocky and mountainous, is generally low and swampy, the generality of the woods, small thin spruce; on the north side the wood is of a larger growth and somewhat mixed; white birch is here and there met with.

60. There are five islands, the longest about 30 chains, the smallest about 7 and 8, on $\frac{1}{3}$ or $\frac{1}{4}$ of their breadth; on these same the wood is remarkably tall and mixed, the soil in them is alluvial.

61. Having as correctly as possible, connected and sketched these and the Tourile Lake, so as to annex them to the line, I returned to it on the 15th December, going back to the 29 $\frac{1}{4}$ mile; with very little exception I followed it with the trace, up to its 32nd mile and 10th chain,—there the extremely rough locality made me abandon it again, to follow the different turns of a valley west of the line, my own distance being now something like 40 miles and 34 chains.

62. By short easting and westing courses, such as the nature of the valley permitted, and passing nearly all the time in level parts in which the soil and wood were something like good walking in comparing it with the rough surrounding country, I again reached, but immediately crossed the line at 33 miles and 17 chains, and my trace 40 miles and 34 chains.

63. The line now passing over another mountain, I went round it by taking an easting, then westing course, and returning to it at its 35th mile less 36 chains, that remained between it and the trace.

64. A ridge of rocks that I could not pass without the training, kept me parallel to the line, on a level tract, soft wood very small and clear, poor soil, crossing two or three brooks, (snow preventing me from being sure of the third,) of 5 to 8 links, or what is very probable, the same brook running east and west.

65. Having now reached the head of the rock, I took a N. W. course, when 12 chains brought me again to the line, at its 36 mile and 30 chains, the locality admitting, I followed it to 37 mile. My distance 44 miles 38 chains.

66. 21st December, finding at about 32 chains a-head a very large, or rather a very long lake, to clear it I went westward, edging the side of mountain and hills to my left, 6 left and right courses, in all 1 mile and 24 chains. I was on the discharge of what we named the Long Lake, owing to its being very narrow. As for the length I have to refer to Mr. Blaiklock's notes. Falling seriously ill, I was unable to explore it, but I am under the impression that that gentleman did so.

67. On the 23rd I resumed my work, crossing over the very narrow discharge, about 35 chains west of the line, following as usual cuts and valleys of the numerous mountains that again crammed that part of the country, sometimes ascending, sometimes descending, then level, then side hills, crossing also a variety of soil, sand, loam, rocky and stoney (still all practicable), and easting as much as the nature of the country permitted, I reached the line at $39\frac{1}{2}$ miles. My own distance 47 miles and 32 chains, having 6 chains back, passed on the immediate west borders and small discharge of a small lake, which I believe Mr. Blaiklock named the Beaver Lake.

68. 24th December, the line crossing over an extremely rough part, I went to the East of it, N. 25 E., 14 chains in a middling steep descent, in a cut between rocks. I then took a general course, N. 5 E. 27 chains, still descending, middling steep, same cut between the rocks, and reached the foot of this last block of mountains and rocks.

69. This last chain is separated from another a-head by an irregular level space, or sort of plain; swampy soil, very few trees, small black spruce. This swamp forms a sort of valley, irregular, say 10 to 16 chains.

70. Continuing the trace on the same last mentioned course, about 14 chains, I reached Mr. Blaiklock's camp, about 10 chains east of the line, on its $40\frac{1}{2}$ mile. My distance from the starting point, at the bridge site on the River Huron, being 48 miles and 13 chains. There also ends my explorations in that section of the country.

71. The 25th being Christmas day operations were suspended, Mr. Blaiklock and some others, went some distance a-head to reconnoitre the country, bringing back a poor report.

72. The 26th, having now but three or four days provisions left, the Exploring and Surveying Expedition being now assembled, Mr. Blaiklock ordered the whole party to get ready to proceed to Lake St. John, there to perform the Surveys ordered in the Instructions, after which the whole party is again to return here, in order to continue the Surveying and Exploring duties.

73. On the 27th Dec. the whole Expedition left, and reached Lake St. John on the 2nd January, 1848, unforeseen accidents had prevented, as had been previously settled, our provisions to be transported to that Lake which prevented us from commencing our separate operations in that quarter which we left for Chicoutimi, where we understood our provisions had been sent through the medium of D. E. Price, Esq., too early ice and want of snow, had prevented our goods from being forwarded to the Lake, that we left on the 5th, reaching Chicoutimi on the 7th; busy there until the 12th, in preparations and different arrangements to continue our future operations, which instead of commencing from Lake St. John to Chicoutimi, circumstances that

Mr. Blaiklock's Report will explain, compelled us to reverse the point of departure.

74. On the 13th January, 1848, Mr. Blaiklock started his operations on the river Saguenay for Lake St. John scaling the intermediate distance on the ice, commencing at the mouth of the Chicoutimi River.

75. The same day and time, and from the same point of departure, I started a compass line for also Lake St. John, the report of which duty I have had the honour, by order of the Crown Land Department, to transmit to Mr. Blaiklock, on the 16th May, 1848.

REMARKS.

Concerning the exploratory line from Stoneham to the borders of Lake St. Johns, I beg leave to observe that :

1. Up to the $40\frac{1}{2}$ mile of the line or thereabouts, 48 miles and 13 chains of the road I traced, it is possible, at I may say considerable expense, to open a practicable road, but so far as settlements will be concerned, I must add that farther north, than the immediate vicinity of Jacques Cartier River, it is not possible in that direction (much less to the westward) to anticipate ever forming settlements, owing to its being a thoroughly barren, and extraordinarily rough, broken, mountainous country.

2. From what I could observe of the country in the remaining space, between the $40\frac{1}{2}$ miles on the line to the vicinity of Lake St. John, I certainly saw no better prospect for settlements, neither do I think that the tracing of the road, not being in the vicinity of cultivated points, could have justifiably continued.

3. I verbally communicated my opinions to Mr. Blaiklock, begging him, if his own opinions were the same, to inform Government, in order to diminish the expenses, by postponing the tracing operations of said road until the accomplishment of his Astronomical Line ; that gentleman, I believe, acted accordingly, as at a future period, he received instructions, that on the 3d July, 1848, he communicated to me, that he was to proceed without any assistance.

4. Several times during my exploratory excursions, I had occasion to observe that a few miles east of our immediate route, the generality of the country appeared far less mountain-

ous than the environs of the line in question, when at the same time, the country west of it appeared ten times worse for mountains and broken country; when, from appearances, I would be surprised if ever one hundred acres of cultivable soil is ever found in a proportion of five square miles.

5. From the above remarks that I have several times had occasion to make, I formed, and still am under the impression, that it is not likely a road of communication will ever be opened in the environs of the present Astronomical Line; but at the same time, I take the liberty of expressing my opinion that the country should be examined a few miles to the eastward, as I am under the firm impression that such examination could only insure a more favourable return, provided that the first examiners or explorers of that section should not be bound to guide themselves by a particular given course, previous to the country being first traversed by two or three persons, able to give a Report thereon; after which a road might be traced if necessary.

I have the honour, &c., &c.,

(Signed)

GEO. DUBERGER.

Murray Bay, 19th April, 1849.

REPORT upon *Exploratory Line from S. W. Angle of Stoneham, to the Southern Shore of Lake St. John.*

QUEBEC, 9th April 1849.

SIR,—I have the honour to lay before you my Report upon the Exploratory Line run from the S. W. angle of the Township of Stoneham to the southern shore of Lake St. Johns, agreeably to the acting Commissioner's letter dated the 14th ultimo, and have made it as concise as possible, with a view to its being laid before the House of Provincial Parliament now sitting. The Plans I will forward in a few days, as they are not quite completed yet; the Field Book, Diary and Accounts I will send without delay.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

F. W. BLAIRLOCK.

The Hon. Mr. PRICE,

Commissioner of Crown Lands, &c. &c. &c.

Montreal.

REPORT on an Exploratory Line run from the S. W. angle of the Township of Stoneham to the Shores of Lake St. Johns; near to the Honourable Hudson's Bay Company's Trading Post, at the "Embouchure" of the River Metaubetchoan.

In compliance with instructions received from the Department of Crown Lands, bearing date 24th August, 1847, I left Quebec on the 16th of September, accompanied by Mr. George Duberger as assistant, and proceeded to the S. W. angle of Stoneham, (the place designated in my instructions as the point of departure) where, having established the latitude and variation, the former being $46^{\circ} 59' 29''$ North, the latter $16^{\circ} 30'$ West, I started a line upon the Astronomical bearing N. 15° W., which I prolonged to the South shore of Lake St. Johns. This line came out 66 chains to the West of the Honourable Hudson's Bay Company's Post, and is 104 miles, 20 chains and 74 links in length.

In the performance of the aforesaid Exploratory Survey, my attention has been directed to the following objects, namely: the opening of a line of communication from the settlements near Quebec to the arable lands along the shore of Lake St. Johns, and the facilities afforded for the settlement of the said road.

In describing the country over which the line would have to pass I shall confine myself to the general features it presents and the principal difficulties to be overcome in constructing a good line of communication.

From the point of departure to the River Jaques Cartier, a distance of six and a half miles, there are no obstacles to the construction of a good line of road. Although the straight line passes over a considerable extent of rough and rocky ground, yet by deviating a little from it a good road could be made.—The first obstacle occurs on the North bank of this river, which is here two chains wide, running in a deep valley between two parallel chains of high hills, which increase in height and steepness to the N. E.; that on the North bank running far to the S. W. The bed of this stream is much lower than the general level of the country beyond, it would therefore have to be attained by zig-zaging up the face of the hill, which is very broken and rocky and would require considerable hillside cutting and em-

bankments. After ascending this mountain the road would have to bend away to the N. E. for some miles, and pass around the head of a Lake called Lac St. Vincent ;—here a second chain of mountains would have to be surmounted, and that by a difficult pass, that would require much cutting and filling up also. But as the duty to explore and mark out the line of road was confided to Mr. George Duberger, who has not yet forwarded his returns, I am unable to report upon the part that he has explored (about 40 miles) and shall confine myself to the observations made in running a straight line.

From the Jacques Cartier River to the 24th mile, the country over which the line passes, ascends by a succession of rugged, steep, and rocky mountains, the south and south-east sides of which are so much so as to render them in many places inaccessible, the bare rocks shewing through the trees in nearly every direction ; the timber is stunted and scraggy, and the soil (what there is of it) of the poorest description—the line passes a small Lake, in the 11th mile, the outlet of which, by innumerable cascades and falls, descends in the space of half a mile at least an hundred feet.

From a mountain in the 13th mile, I could see the waters of Lake St. Charles, the banks of the St. Lawrence, and the parishes on the south shore, as far as the eye could reach.

The ranges of mountains which run in a north-east and south-west direction, would have to be crossed by the line of road almost at right angles, and although there are some points where these ranges could be passed at a less elevation than others, still the height of lands would have to be attained ; and I think I am rather within than beyond the limits, in saying, that some of the waters of the St. Ann's and Jaques Cartier Rivers (both of which the line passes, have an elevation of three thousand feet above the level of the St. Lawrence ; and that some of the highest peaks in the mountain ranges are from four to five thousand feet. The valleys, or more properly speaking the ravines, between those ranges, are narrow, and have generally small brooks and streams running in them. Sometimes they are parallel with the mountain ranges, at others they cut directly through them ; they are also strewn with fragments of coarse

grained rocks, varying from one to one hundred tons in weight, which appear to have been severed from the sides of the adjacent mountains, and hurled into the valleys below. In the 17th mile the line crossed the first tributary waters of the River St. Ann's, by a small Lake, (Duck Lake); it also crossed a large brook in the 18th mile. At about two miles west of the 20th mile is the River Toorilee, one of the main branches of the River St. Ann's; it takes almost a rectangular turn here, and flows in a south-west direction, whereas it comes from the north-west at the turn. On the west bank of the River is the great Toorilee mountain, which rears its "gigantic head" from a thousand to fifteen hundred feet above the level of the stream at its base, and is quite inaccessible on the south and east sides. The cliffs and crags overhanging the River, hundreds of feet in height, present a remarkably grand appearance. For several miles both up and down this stream, the mountains are excessively steep and rocky—in many places quite inaccessible. From the mountain in the 21st mile, there is an extensive view of the country for many miles to the south-west and north-west, which appears very broken and mountainous—peak rising behind peak, and mountain beyond mountain until they blend into one continuous range in the far off horizon. The River Toorilee runs parallel to the line for about four miles, it then turns off and comes through a deep cut in the mountains from the N. W. The line does not cross any of the large branches of the River St. Anns, but merely the smaller tributaries.

From the 18th to the 24th mile the country is exceedingly broken and ragged, with high ranges of mountains, which rise at angles of 30° and 40°, with perpendicular cliffs of bare rocks, covered here and there with moss; the valleys, as before stated, are covered with fragments of these, which appear to have been forced off by the ice, and hurled into the chasms below, leaving tracks down the mountain side, where they have torn down the trees before them.

The 24th mile appears to be about the height of land, or the highest point in the range of mountains, which all run about N. E. and S. W., but so broken, that the country presents an innumerable succession of round topped hills, more or less steep in

every direction. In the whole of the forementioned part of the country, I do not consider that there is any available land for agricultural purposes, north of the 10th mile, at least within six miles on either side of the line.

The timber is of the poorest description, (Canadian fir, black spruce and white birch,) and the soil of the most inferior quality, (hard pan sand and gravel,) with a foot to eighteen inches of peat and moss; the land is so very stony and rocky, that it was with the greatest difficulty I could get my station staves placed, (although shod with steel) to run the line with. The timber is also very stunted and scraggy, and growing so close, that the branches are locked together, and it is with great difficulty, way can be made through them. The rock is so near to the surface of the ground, and the trees have so slight a hold on it, that the high winds which prevail in those mountains during the spring and fall of the year, lay whole acres of them prostrate; to such an extent does this prevail, that I have been at times obliged to walk several hundred yards without ever touching the ground; this, joined to the before mentioned difficulties, renders the country not only difficult, but dangerous to traverse.

There would be great difficulty in the construction of a *passable* road through this section of the country, from the mountainous and rugged nature of the ground, and the stony and rocky soil it would have to pass over.

From the 24th to the 33rd mile, the country passed over is comparatively level, being high table land, with undulating hills, swamps and savannes, lying gently to the west, with the waters flowing into the Toorille. Although these hills are low, yet some of them are steep, with the rock near the surface, and protruding at the summits; the soil on them is shallow, and composed of coarse sand and gravel with a great many surface stones, the whole surmounted by a thick coating of moss; in the savannes there is black muck and peat from one and a half to two feet deep; the timber is black spruce, fir and white birch, but of a very small and stunted growth.

From a hill in the 33rd mile, the country can be seen for ten miles round, and appears very much broken by wave like mountains, (particularly in the N. W. and N. E.,) small and detached,

with the rocks protruding near their tops, the timber dark and stunted, and the soil poor, sandy and stony ; the timber is also very much blown down.

From the 33rd mile the country is very much broken by deep ravines and steep rocky hills. In the 38th mile, the line crosses a long, narrow lake, whose waters discharge to the S. S. E. ; it is four miles long by about a $\frac{1}{4}$ wide, and is the head waters of the north-western branch of the River Jacques Cartier ; this lake receives the waters from several miles round. At about two miles west of the head of this lake, is the Metaubetchaon, a large river flowing into Lake St Johns. In the 39th mile, the line crosses the first tributary waters of the Metaubetchaon, and the land inclines to the westward. In the 45th mile the line crosses a very high point in the mountain range, affording an extensive view of the south and south-west, which presents the same broken, rocky and sterile country, as already described ; from another elevated point I could see across the valley of the Metaubetchaon, to the north-west, a distance of 20 miles ; west of the river the country did not appear so broken, the mountains rising gradually one over the other, until lost in the distance ; from their appearance, I should say the land was much better than that which the line passes over. To the south-east and north-east as far as the eye could reach, the same rough and sterile hills appeared ; this point appears to be about the extreme height of land in the second chain of mountains, and the land dips gradually to the north and north-east. From the 23rd to the 45th mile, the country would seem to have the same general elevation, and although very rough and broken by hills and mountains, is the basin in which the St. Anns, Jacques Cartier, Butiscan, Metaubetchaon and Espicabaw Rivers have their sources ; it is so barren and poor, that I do not consider the land available for any purposes whatever.

From a hill in the 54th mile, I could see far in a south-east direction, which partook of the same sterile and mountainous character, with rocks and cliffs in every direction, the land of the poorest description, and the timber stunted and small—(fir, black spruce and white birch.) I could also see a large Brûlé

to the south-east and north-east, round the head waters of the Upicabaw or Rivière de L'Ecorce.

The mountains again assume a continuous form here ; when not following the course of any large streams, they run in a north-east and south-west direction ; but they are so cut up by ravines and rivulets running down their sides, that it gives the country a very broken appearance. A peculiar feature of these mountains is, that they rise by a succession of almost perpendicular ascents, and are always much steeper on the south and south-east than the north and north-west sides. All the waters since the 39th mile, flow to the westward and unite with those of the Mitaubetchaon.

In the 56th mile the line crosses a large branch of the Upecabaw River, and recrosses it in the 58th mile. This stream comes from the south-east, and is bordered by two high and rocky ranges of mountains ; but after recrossing the line it pursues its sinuous course through a broad flat *savanne*, in a northerly direction, and uniting with another large branch which also comes from the south-east, it pursues this course for several miles, when it turns off nearly north-east ; and after running in this direction between high and rugged mountains for upwards of thirty miles, it empties its waters into the middle of Lake Kaugami.

At 55 $\frac{1}{4}$ miles the line enters a large *brûlé*, where the timber has been all burned down, and is at present replaced by a second growth of cherry, willow, poplar, white birch and underwood. The vegetable matter has been all consumed by the fire, and there remains but a thin covering of sand and gravel over the the rocks, in some places only a little pete moss. This *brûlé* extends a great distance to the south-west and north-west, and is from twelve to twenty miles in width.

West of the line, at about two miles from the 58th mile post, there is a lake which is the source of the south-east branch of the Metasquiac River, one of the largest tributaries of the Mitaubetchaon. This river flows in a deep valley in a W. S. W. direction, and is bordered by two high, steep and rocky ranges of mountains ; it is joined at some miles from its source by another large branch which comes from the N. E. There are a

number of large and small lakes upon this stream, near to some of which the line passes. Both these branches are navigable for small canoes.

From the 58th to the 68th mile the country continues very rough and broken, the mountains gradually growing lower and more detached as you advance to the northward. From the 60th mile I sent my Assistant with a party of men to one of the Depôts on the Metaubetchoan, (which is here about twelve miles distant,) for provisions; thus making a transverse section of the country to the west. On his route he saw no less than thirteen small and large lakes, all tributaries of the north-eastern branch of the Metasquiac; the whole country was burned to within half a mile of the river, and was neither so broken nor mountainous as that heretofore described.

I also made another transverse exploration from the 68th mile, to meet my voyaging canoe on the river, which was here about twelve miles distant also. This line crossed several large sized lakes, and the ground was much less broken, with the hills more undulating, but the land of the poorest description.

From the 68th to the 77th mile, the line traverses a much more level tract of country. The hills are low and undulating, with the valleys between them broad, and generally spruce swamps and bogs. This is the basin in which the head waters of the north-east branch of the Metasquiac, those of the Kishpahagan, and some of the tributaries of the Upicabaw, take their rise. The line crosses the main branch of the Kishpahagan in the 75th mile, which branch takes its rise in a large Lake lying between the line and the Metaubetchoan River.

From the 77th mile, the line passes along a ridge of rough and broken mountains, for about four miles. In these mountains the waters of the Kishpahaganish River take their rise, and flow in a north-east direction. To the westward of this ridge there is a large lake, whose waters flow into the Metaubetchoan.

From this dividing ridge I had several extensive views of the country to the west, north and east. To the west and north-west dark timbered hills, with here and there groves of white birch near their summits, and a range of low hills bordering the Metaubetchoan River, could be seen. In the east and north-east

appeared low undulating hills, with considerable swampy land, covered with dark timber, (spruce, fir, white birch and larch.) I could see the valleys of the Kishpahagan and Kishpahaganish Rivers running in a north-eastern direction. From this point the country dips rapidly to the north and north-east. From the 83rd mile the land descends very rapidly for two miles, into the flat land bordering the Metaubetchoan River, which here approaches quite close to the line, and follows it to the 87th mile. It then turns off north-west, and the line ascends a high and steep hill again. Near the end of the 85th mile, the line is crossed by a stream 66 feet wide, still and deep water, which is the outlet of a large Lake lying to the east of the line; it is about 5 miles long, and from $1\frac{1}{2}$ to 2 miles wide, lying nearly north and south.

There is a sensible improvement in this last section of the country, the timber being larger and taller, and of a greater variety. In addition to the before mentioned prevailing timber, there are black birch, poplar, larch and white maple, with hardwood underwood; the soil also partakes more of an agricultural nature.

From the 94th mile to near the end of the line, the country is very broken, rough and rocky, dipping rapidly towards the shore of the lake. Some of the mountains are quite inaccessible, and particularly in the last three miles, in which the line crosses the Metaubetchoan three times. The banks are here formed by cliffs of rocks from one to three hundred feet in height, and its waters are precipitated through this narrow gorge in the mountain chain by a succession of falls and cascades into Lake St. Johns, below.

There are some good spots of land in this section, although very much broken by hills and knolls. The timber is large, tall and of a good description, white birch, black birch, fir, poplar, red and white pine, and larch, with a very few cedars and maple. The soil where it is not too rocky and stoney, is of a good free loam. There could be a few hundred white and red pine sawlogs got within a few miles of the lake.

The Metaubetchoan which empties its waters into Lake St. Johns, is a large bold river, of at least ninety miles in length, averaging eighty yards wide for sixty miles, taking its rise be-

tween the St. Ann's and Batiscan Rivers, and flowing in a N. N. W. direction. There are seven or eight good sized lakes upon it, with a great many falls and bad rapids. It is navigable for canoes all the way to its source. There are a few places along the banks of this river, where some good farms could be made, but generally speaking, the land is of an inferior quality.

In taking a general review of the whole line of country passed over, as a means of communicating with Lake St. Johns, I am of opinion that it is decidedly unfavorable. The mountainous nature of the ground would render it very doubtful that a practicable road could be found, at least within a limited distance of the line explored. The extreme sterility of the soil and rigorous nature of the climate at such a great elevation, would prevent at least 70 miles from ever being settled, and any persons located upon it for the accommodation of travellers or the keepers of post-houses, would have to be supported for some years at least, at the public expense, in a similar manner as upon the Temiscouata and Restigouche portage.

In offering these remarks I do not mean to affirm that a line of communication could not be found across the country to the north of Quebec, but that it would have to pursue some other direction than the one my instructions required me to follow.

There is very little arable land on the south shore of the lake to the west of the Metaubetchoan, and that only at the *embouchure* of some of the rivers, where perhaps some twelve or fifteen farms could be made. The reason of this is, that there is a range of mountains, which is a continuation of those bordering the Saguenay, and from a few miles below Ha Ha Bay, they strike off in nearly a north-west course, and skirting the south shore of Lake Kanogami, they run out on the borders of Lake St. Johns, a few miles west of the Metaubetchoan; to the west of this range, I do not conceive there is any extent of arable land, but to the east as far as the Saguenay River and along the shores of the lake, the land is of the finest quality; it is generally speaking level and covered with a luxuriant growth of the finest timber, black birch, fir, cedar, poplar, white birch, white maple, ash and elm, with large quantities of white and red pine; the soil is composed of a strong clay bottom, with from 12 to

18 inches of rich black mould and loam, and susceptible of the highest state of cultivation ; it is well watered by numerous lakes and rivers, and there are several of the finest mill-sites in very convenient situations ; in fact, the tract of land possesses every requisite quality to form one of the most prosperous and extensive settlements in the district of the Saguenay.

Before closing this Report, I would suggest that possibly by exploring some distance to the eastward of the present line, a great part of the broken and mountainous country I had to pass over could be avoided, for, from some information I have received recently from Indian hunters and others, I have learned that by following a pass which exists in the chains of mountains lying between the Jacques Cartier and Montmorenci Rivers, and running about midway between them in a northerly direction, that the high table land lying between Snow Lake and Lake Jacques Cartier could be attained, and that by a gradual rise, without encountering any very steep mountains. Once having attained the summit level, there is a considerable extent of comparatively level country ; thence the course would be in a parallel direction with the line, and, after crossing the Upecabaw at some miles from its source, reach the valley of the Kishpahagan on Belle Rivière, thence following the stream to its junction with the outlet of Lake Kanogamishish. This would be nearly a central point in the projected settlement, and a road could be traced thence to any point on the shores of Lake St. Johns that might be required.

This route, if found practicable, would be a more direct route to the centre of the arable lands than the one recently explored.

(Signed,) F. W. BLAICKLOCK,
Provincial Surveyor.

(Copy.)

INSTRUCTIONS to Mr. F. W. BLAIKLOCK, *Provincial Surveyor*, for
Drawing in the Field a Line, as an Exploratory Line, from the
south-west angle of the Township of Stoneham to Lake St.
John, at or near the mouth of the Metabetchouan River, in the
County of Saguenay.

SIR,—The exploration of the Country in the rear of Quebec, in a straight line as far as Lake St. John, having been called for by address, and authorized in the approved Report of Council, dated 19th July last, I have named you as the Surveyor to carry into effect the proposed survey. You are accordingly requested to conform to the following Instructions for your guidance in the execution of the said survey.

The southern terminus of the proposed exploratory line having been fixed at the south angle of the Township of Stoneham, which by construction would appear to be in latitude 47° nearly, and in longitude $71^{\circ} 27'$ West; and the northern terminus having been laid according to the existing map of the Saguenay River, at the old trading post, situate at the mouth of the Metabetchouan River, on the south side of Lake St. John, being in latitude $48^{\circ} 26'$ North, and longitude 72 West, on the astronomical course North 15° West, (striking out the odd minutes) and the distance 101 miles nearly.

You will accordingly repair with a sufficient surveying and exploratory party, accompanied by Mr. Duberger, as explorer, as hereinafter provided, to the said point of departure, whereof you will, by astronomical observations, determine the latitude with the greatest possible accuracy your instruments are susceptible of, and the variation of the magnetic needle, all the calculations being duly entered in detail in your Journal; where having planted a squared post of cedar, of not less than 6 inches square, inscribed with the latitude and variation, you will thence set off the said astronomical course of North 15° West, and pro-

long the same in a straight line to the intersection of the border of Lake St. John, which it is expected you will strike near the old Jesuits' trading post aforesaid.

As this exploratory line has to be run with great care and precision by pickets, or the theodolite, you will cut away the trees, large or small, and open your line properly, blazing the trees in the direction of the said line only; your measurements to be carefully made, and to that effect your chain must be properly examined daily. At every mile you will plant a picket, numbered from the south towards the north, and thus proceed, occasionally checking the course of your line by astronomical observations, the data of which and of all your calculations you will enter in your Journal, until you strike the Lake St. John, at or near the embouchure of the River Metabetchouan.

As the present survey of so extensive a traverse of the country in one course, offers a field for geological information, you will collect and transmit small specimens (say from 1 to $1\frac{1}{2}$ inches, or larger, according to the facility afforded of transporting them to the settlements by water conveyances) of the fixed rocks you will meet with on your line, attaching a number to each and wrapping it up in birch and cedar bark, or such other suitable substances as are to be had on the spot, noting the exact locality of each specimen in your Field Book, also the dip and thickness of the rock, if stratified. You are not, however, to allow this to materially retard the progress of your survey.

The Assistant's duty will be to explore the land on either side of this Exploratory line to the distance of about 5 or 6 miles in depth, to trace, whether, along the line or off the line, the most favorable line for a road, the distance to which, whether on the east or west of the Exploratory line, to be ascertained by rectangular offsets, measured at every 2 or 3 miles north of the nearest departure of the said line of road, as the circumstances of the case and nature of the ground may appear to require, to blaze such line in a conspicuous manner, to point out and mark particular spots in every mile or thereabouts, that may appear to him most eligible for a station settlement, for keeping up the road if one be found practicable; to ascend or descend such rivers intersected by the Exploring line, which may appear to

him to afford favorable land for settlement, and for such distance as will appear to him convenient for his return to the main party. Such Assistant to have a hand compass and estimate his distances by time or otherwise, and to sketch his exploratory traverses to your line, which you will reduce to an approximate scale.

You will also have a look-out for any traces of the "Old French Road," which, in all probability, lies in the direction of the proposed line.

Having reached the post at Lake St. John, you will, after the necessary rest, and with a fresh supply of provisions obtained there, divide the expedition on their return home into two parties, yourself with a party of four men, with a canoe and two men, to make a survey of the Grande Décharge, beginning with a survey of the east shore of Lake St. John to the north channel of the Grande Décharge, and after making a survey of the Grande Isle, scale down the Grande Décharge to the mouth of the River Chicoutimi, where you will await the road exploring party. The Assistant with the remaining hands, will, from the post at Metabetchouan run a course due east and explore for a line of road until he strikes the River Chicoutimi, which will be near the post of Chicoutimi setting down mile posts for the future guidance of the persons who may be employed in opening the said road of communication. The parties there to close their operations, and return to Quebec to prepare their returns of survey.

In the performance of this survey you are to keep an account in your Field Book, first of the Rivers, Lakes, Hills, &c., intersected, the direction of the mountains, whether presenting a continuous chain or situate in groups; take note of the valleys, slopes, and general features of the country; the quality of the soil and timber and whether the latter is of tall growth; the course of the streams intersected, and of what river they appear to be tributaries; their breadth, current, depth of water, and whether fit for navigation for canoes, &c., the aspect of the land and timber on their banks, and around such lakes as you may intersect, if the lakes are large ascertain their extent by intersections, and sketch in the configuration of the borders thereof, and, in fine, embrace in your remarks every information which

you conceive may prove of utility in conveying a correct knowledge of the country you are about to traverse.

Of all which operations you will transmit to this office a full and complete report, embracing the general information collected during your survey, stating the facilities the lines traced appear to offer for actual settlement, pointing out also, or suggesting the place where roads may easiest be opened; and the state of the timber whether much appears to have been cut or where lumbering has been most carried on, and every information and suggestion you may think of use to the Government.

The Report to be accompanied with a plan on a scale of 40 chains to an inch, shewing both the exploratory line and the road line. The Grande Décharge section, and line run eastward may be drawn on a separate sheet, you will mark thereon the mile posts, as erected, with their numbers—as also the hills, rivers, lakes, swamps and settlements intersected, the names of the settlers and how much land cleared, taking down the names of the rivers and lakes whether in the French or Indian language.

For the time you will be employed on this service, you will be allowed 20s. per diem, and 1s. 6d. for rations, your surveying party will consist of ten persons, not including yourself and the explorer, (and a guide to accompany him) acting under your directions; of whom two at most, may be employed on the service of exploration. The Assistant will be allowed 10s. per diem, and 1s. 6d. for rations. To your principal chainbearer will be allowed 5s. per diem. To the axmen 3s. and to the labourers 2s. 6d. per diem each—with a daily allowance of 1s. 3d. for rations, and a reasonable time allowed them, for going to and returning from the field of operations.

Your pay and allowances will be continued while engaged in preparing your Returns of Survey and accounts for this office. Your accounts and pay-list will be in duplicate and accompanied with vouchers of disbursements; the whole subject to careful and strict examination in this office pursuant to the regulations contained in the approved Report of Council dated 11th April, 1840, of record in this office. Your Field Book, Journal, accounts and pay-lists will require to be duly attested.

And it is understood that no advances or payments will be made on account of the aforesaid service, until the whole of the work is completed, and the accounts closed.

Given under my hand at the Crown Lands Office, Montreal, this 7th day of August, 1847.

(Signed,) D. B. PAPINEAU,
Commissioner of Crown Lands.

(Signed.) J. BOUCHETTE.

Copied and compared from Book of
Surveyors Instructions, 3rd July,
1850. F. T. J.

Certified a true Copy,

E. T. FLETCHER.

CROWN LAND DEPARTMENT,
Toronto, 13th July, 1850.

SIR,—In transmitting you under the Address of the Legislative Assembly transferred to this Department by command, on the 28th ultimo—the herewith accompanying Reports of Mr. Blaiklock and of his assistant Mr. George Duberger of their exploratory operations of that part of the Country in rear of Quebec, in a straight line to Lake St. John and thence to Chicoutimi performed pursuant to instructions from this Office, a Copy of which is also transmitted—I have the honour (in reference to these operations) to submit a few observations for the information of His Excellency the Governor General with a view of conveying compendiously the valuable information in a Geographical and Physical point of view which has been collected in the traverse of no inconsiderable Section of the Province. The result of the examination of the Country may fail in some measure in realizing the object of the exploratory surveys in the immediate direction to Lake St. John; contemplated, in the Address of the Legislative Assembly, dated the 16th June, 1847, praying His Excellency to take into consideration the expediency of ordering an exploration of that part of the Country in the rear

of Quebec in a straight line as far as Lake St. John so as to ascertain whether in that locality the soil is fit for Agricultural purposes and of such value as to justify the tracing and subsequently the opening of a road between those two localities, but it is still of such importance as to render it highly interesting to the Government and to the Country.

Anterior to the explorations of the Saguenay Country, performed under the authority of an Act of the Legislature of Lower Canada in 1828—little was known of the Country watered by the Saguenay River or its numerous tributaries other than what was derived from the traders with the Indian tribes inhabiting that section of Country commonly known as the Kings Posts—although we have descriptions of the Country given by Charlevoix, Champlain, and other historians in the early discoveries and explorations under the French Government and establishment of Missionaries by the late order of Jesuits up the Saguenay and on Lake St. John.

Among the later surveys of information relative to the Saguenay Country may be here mentioned the late Paschal Taché, Esquire, and Dr. DeSalles LaTerrière, whose valuable statements materially tended to the Legislative enactment and appropriation made for the exploration of that important section of the Province under Commissioners, whose Report, with those of the Surveyors employed on the service, joined to the Geological examination by Lieut. Baddeley, Royal Engineers, as published by the Legislature,—developed in a very satisfactory degree the agricultural, commercial and mineral resources of the country explored more immediately along and at occasional distances back of the navigable streams which were examined by the various parties of explorers engaged under the Commissioners.

A tolerably correct deliniation of the country explored was likewise obtained from the combined operations of the Surveyors employed by the Commissioners from Tadoussac to the head of tide water on the Saguenay about 13 or 15 miles above Chicoutimi, and of the water and inland communication by the River Chicoutimi, Lake Kenogami and Belle River to Lake St. John, and of the Lake and some of its principal inlets to the 49th

degree of latitude, apart from the exploration of the minor streams and of the survey and exploration from Three Rivers by the St. Maurice, its head lakes and the Ouiatchouan River to Lake St. John. Part of the above exploratory operations, namely, of the Saguenay River, from its mouth at Tadoussac, on the St. Lawrence, as far up as tide water above Chicoutimi, having been verified and checked by the accurate Hydrographical Surveys of Captain Bayfield, Royal Navy—the true Geographical positions of those localities being thereby ascertained there yet remained to be verified the relative position between Chicoutimi and Lake St. John without which any organization of the intervening country into Townships could not satisfactorily be projected.

In considering the expediency of carrying out most effectually for the public service the survey of a straight line, (although merely an exploratory operation,) from the rear of Quebec to Lake St. John, it was deemed by the Government a favorable occasion, (besides being indispensably required to check the accuracy of the survey in the field) to connect by actual measurement and survey, the northern extremity of such straight line with the operations of Captain Bayfield, terminated at tide water on the Saguenay.

The extension of the survey of Lake St. John having been found thus expedient, it was accordingly authorized in the approved report of Council of the 9th July, 1849—directing a survey of the Eastern shore of Lake St. John and sealing of the *Grande Décharge* to Chicoutimi, in conjunction with the exploration for a direct line of road through the Peninsular of Chicoutimi to the mouth of the river of that name on the Saguenay.

Mr. W. F. Blaiklock, to whom was entrusted the execution of this exploratory survey to Lake St. John, was instructed to depart the exploratory line at the south angle of the Township of Stoneham, assumed as the most favorable point of departure, the position of which was known by actual measurement from Quebec, besides being in the immediate vicinity of the flourishing settlements about Lake St. Charles and the public Highways leading from Quebec; thence to run the said straight line on a course astronomically north 15 degrees west (computed

from the operations of 1828) to strike Lake St. John at or near the mouth of the River Metabetchouan, thence to scale the easterly border of Lake St. John and the course of the *Grand Décharge* or Saguenay River to Chicoutimi.

Mr. George Duberger was joined to Mr. Blaiklock as an assistant, whose duty was to explore the country, to the distance of 5 or 6 miles on either side of the line for the special object of choosing the most favorable ground for the line of road contemplated in the Address. And in connection with Mr. Blaiklock's operations to explore the country in a direct east line, from the mouth of the Metabetchouan for a line of road through the peninsula to Chicoutimi.

The survey and explorations directed in the Instructions having been accomplished in a highly scientific and satisfactory manner, by Messrs. Blaiklock and Duberger, the results of this important service will be best appreciated from a perusal of the Reports of these gentlemen. The former in regard to the whole of the surveys and part of the explanatory service, and the latter his exploration and survey for a line of road from Chicoutimi to Lake St. John, and his exploration from the point of departure to the 40th mile post, where it was found fruitless to explore further for a line of road through a country wholly unfit for agricultural purposes, and broken by abrupt ridges of mountains, whilst it entailed a heavy expenditure without commensurate advantage to the Public Service.

Reviewing the operations performed by Messrs. Blaiklock and Duberger, as exhibited on Mr. Blaiklock's Plans accompanying his Report, it would appear, that although a favorable line of road may be traced in continuation of the present road near the point of departure in Stoneham as far as the River Jacques Cartier, and probably for some short distance beyond. Yet the abrupt and mountainous character of the country for several miles to the east or west of the exploratory line, render any attempt to trace or open a road of any kind impracticable, whilst the land, from its rocky description, is wholly unfit for cultivation, save a few isolated patches in the vicinity of the rivers intersected in their respective explorations.

Although the exploration of the country from Stoneham to Lake St. John, crossing in a measure transversely the ridges of mountains which range in a north-easterly and south-westerly direction, has resulted unfavorably in so far as regards the discovering of arable lands for settlement, Mr. Blaiklock, in his survey of Lake St. John, and of the Grande Décharge, and of the numerous islands lying at the outlet of the Lake, reports the lands on both banks of the river, especially those on the islands and south shore of the river, to be of excellent quality and well adapted for settlement; whilst Mr. Duberger reports equally favorably of the land lying along the border of Lake St. John, the banks of the Belle River, and the country generally, composing the peninsula of Chicoutimi.

Reverting to the impracticability of opening a road of communication along or in the vicinity of the exploratory line from the rear of Quebec to Lake St. John, Mr. Blaiklock reports, according to information collected by him, that it is probable that a line of road might be found more to the eastward, following the region between Jacques Cartier and Montmorenci rivers to the height of land, and thence along the head waters of the river Upika and Belle River, northwardly to the valley or arable tract of land in the peninsula of Chicoutimi already mentioned.

In conclusion it may be here observed, that the topographical knowledge obtained of the section of the county of Saguenay traversed in the joint operations of Messrs. Blaiklock and Duberger herein reported upon, is, I humbly conceive, of great interest and of the highest importance to the Government and the country, as setting at rest the question of the adaptation to agricultural purposes of that section of the territory traversed, extending from the mountain ridge which borders the valley of the St. Lawrence to the hills which border the valley of Lake St. John, and which range easterly towards Ha Ha Bay, and afterwards forms the elevated hills that overhang the Saguenay river; corroborating the previous description of the country traversed from St. Urban and St. Agnes to Grand Bay or Ha Ha Bay in the Saguenay.

Apart from this object of the exploration, correct information in respect to the general surface and aspect of the country, the

direction of the ridges of mountains, and the course of the rivers which water this extraordinary portion of the Province, whether tributaries of the St. Lawrence or of the Saguenay, has been obtained, and accurately delineated on Mr. Blaiklock's Plans of his operations; whilst it has been satisfactorily established that the peninsula of Chicoutimi and the country about Lake St. John, and easterly to the Ha Ha Bay, offers from its superior quality of soil an extensive field for settlement and cultivation.

All which is respectfully submitted.

J. H. PRICE,
Commissioner of Crown Lands.