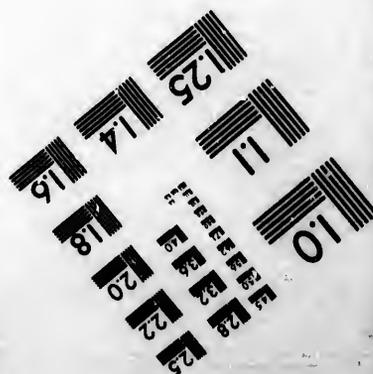
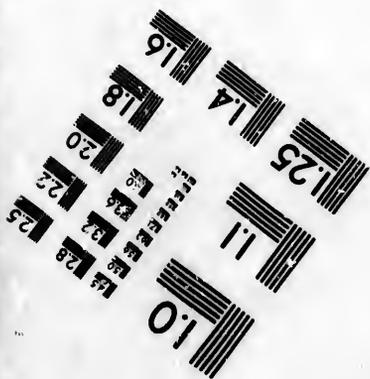
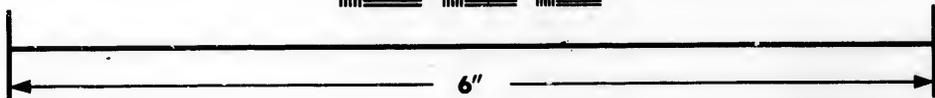
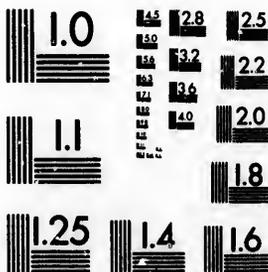


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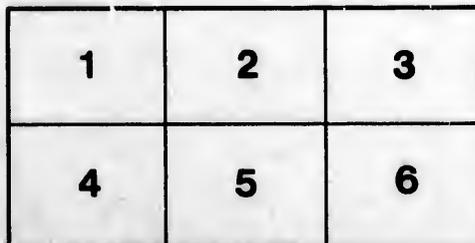
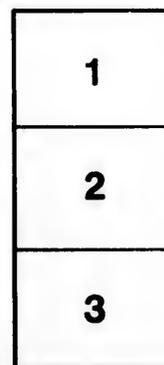
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REPORT

OF THE

SURVEYOR GENERAL OF NEW BRUNSWICK

UPON THE PRESENT STATE OF THE

CROWN LANDS,

With suggestions for their more efficient and ready settlement, and for rendering that branch of Public Property more advantageous and profitable as a Source of Revenue.

Laid before the House of Assembly by command of His Excellency Sir Edmund Walker Head, Baronet, Lieutenant Governor, &c. &c. &c.

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REPORT
OF THE
SURVEYOR GENERAL OF NEW BRUNSWICK
UPON THE PRESENT STATE OF THE
CROWN LANDS.

Surveyor General's Office, 7th February, 1849.

MAY IT PLEASE YOUR EXCELLENCY,

In November 1847, I was called upon by His Excellency Sir William Colebrooke, to submit to him a Report on the state of the Crown Lands of this Province; which Report was laid before the Honorable the House of Assembly on the 28th January, 1848, and with that document I believe Your Excellency is already acquainted.

As the time however appears to have arrived when the voice of those will be heard who desire to promote the Agricultural Interests of the Province, and render it less dependent on Foreign Countries for Bread Stuffs, I trust I may be excused, if, in submitting to Your Excellency this Report of the transactions of the Land Department during the past year, I shall exhibit some statistics connected with the improvement and permanent settlement of the Province; and should my remarks be considered as scarcely belonging to me officially, I have to crave Your Excellency's indulgence; and if it be a fault, that it may be attributed to the love I bear the Province, and not to any attempt impertinently to interfere in matters which do not strictly appertain to my office.

The transactions of this Department may be classed under three heads, viz:—Lands, Timber, and Minerals.

The number of Petitions received for the purchase of Land from 1st January, 1848, to 1st January, 1849, is 969, which on an average of 100 acres each, would comprise 96,900 acres. Of this number 838 have required to be surveyed at the expense of the applicant, of which 510 are not yet returned as surveyed, and consequently no further action has been had upon them. The total number of acres which have been surveyed within the year is 31,350, at a cost to the applicants of £831, averaging about 6½d. an acre, or £2 14 2 per lot of one hundred acres, a sum far exceeding that for which the same work could be performed by the Government under a systematic arrangement of Survey.

Having so frequently entered my protest against the present mode of allowing every person to cause a survey to be made of Crown Lands in any shape and in any position he may see fit, upon which, in too many cases, no money is paid into the Revenue, I have nothing more to urge at the present moment beyond the assertion, that the man does not live on the face of the earth who can correctly compile those surveys; and the truth of this will one day appear.

The whole quantity of Land purchased during the year 1848 amounted to 26,761½ acres, of which, 14,777 acres have been paid for in full, and upon which £1,789 19 3 have been received; leaving 11,984½ acres which have been sold under the Instalment system, and upon which £473 3 4 have been received.

I feel it my duty at this place to state that no less a sum than £22,631 13 3 appears by the books of my Office, to be still due upon previous Land transactions, but many of the original purchasers (I have reason to believe,) have abandoned the land and left the country, and yet their names still remain on the Books and Plans of this Office as having a claim to the land in question. The area covered by their claims cannot be less than 150,000 acres.

In addition to the above quantity of Land, most of which is held in breach of the conditions of purchase, I have to Report, that from Returns made to me, I estimate that no less than 1,600 heads of families have taken unauthorized possession of Crown Lands, comprising an extent of 168,000 acres, which at 3s. per acre, may be reckoned at £25,290.

These two items therefore present the sum of £48,121 upon which but little interest is paid, and only a small portion of the principal to all appearance will ever reach the Provincial Chest.

I am far from wishing to deal harshly with actual Settlers upon the waste lands of the Crown, and I would cheerfully bestow fifty acres upon every man who is or should be willing to become an actual and permanent Settler; but while I would extend this consideration to the bona fide Settler, I cannot think that it is dealing fairly with the man who purchases and pays the whole amount down, agreeably to the Government Regulations of May 1843, to allow unauthorized possession of any extent of the Crown Lands; because it is in fact lowering the value of the Land to him who bought and paid for it according to Regulations, to permit its gratuitous occupation by another who sets laws and regulations at defiance.

It is, I am aware, a difficult question to deal with, but it is equally certain that the longer its settlement is delayed, the more embarrassing will it become.

The great impediment to the due administration and management of the Crown Estate for some years past has appeared to me to have been the dread of incurring expense, because, however judicious the expenditure may be, objections are easily raised, and the measure is condemned before its results could possibly be ascertained; hence, the reluctance of the Executive Government to embark in any general and extensive measures for the amelioration of the Province, as connected with its Wild Lands, and the settlement of the Wilderness, is attributable to the labour of the Squatters, and those few Settlers who are honest enough to pay for the land they have purchased and occupied.

It may be considered as a fact, that this Province presents eight millions of acres of vacant Crown Lands, of unexceptionable quality, fit for Agricultural purposes; and the question has to be determined whether this valuable estate shall be thrown open to improvement by a judicious expenditure of the Public Money in Roads and Surveys through the most eligible tracts, so as to connect distant settlements, and encourage the occupation of the intervening spaces, or whether the mere Squatter shall be permitted to continue, in point of fact, the chief engineer of the Province, for it is undeniable that wherever these poor people settle there the Bye Road Money soon finds its way.

It is right that the poor man should receive all the assistance that the Public Funds are able to afford in improving that home in the wilderness in which he must suffer so many bitter privations; but while the Crown Estate has been given up to meet the expenses of the Civil List, the public at large have a right to demand that those resources should be duly cared for, judiciously developed, and fairly administered for the general good.

It has ever appeared to me to be unreasonable to suppose that a vast estate, comprising an area equal to that of Ireland, can possibly be advantageously and properly managed without the annual expenditure of a considerable sum of money; and experience has shewn that when the expenditure was the greatest, the Revenue was also in the same proportion.

That the Province is worthy and capable of great improvement, will not, I trust, be disputed, and that being conceded, it becomes a duty to enquire how those improvements can be most beneficially and economically effected.

I have always been of opinion that the first step in the improvement of a Wilderness Country should be the construction of Roads from one Town to another, or from one Settlement to another, as nearly in a right line as possible, having regard to the quality of the Land through which the Road should pass. With the view of acquiring all the information in my power, to enable the Executive Government to deal with the question, I addressed the accompanying Circular Letter to many of my Deputies, requesting information on the subject; and herewith I have the honor to append the fund of information I have received, accompanied by a Map, more clearly to set forth and elucidate their views.

I am fully aware of the difficulties which have ever presented themselves in endeavouring to improve the Country by any regular and systematic outlay of Public Money, the beneficial results of which may be deemed remote. Yet, it appears to me, that a valuable and extensive tract of Land, lying between Boies Town and Dalhousie, and between the Grand Falls and Newcastle, must remain an uninhabited Wilderness for ages, unless aided by some such means. The distance from the Grand Falls to Newcastle may be estimated at 120 miles, and a Road could be opened from one point to the other, for about £125 per mile, or £15,000 for the whole distance. By connecting these two important sections of the Country, a healthy stimulus would be given to both, and the increased value of the Land would soon repay the cost. But if only £5,000 were expended, and persons taking up land on the Road should be permitted to pay for the same by work upon the Road, allowing every alternate Lot to be reserved for sale by cash payments, I cannot but think that the Road could be so constructed, and the adjoining Land be so improved, as really in a few years to leave a balance in favour of the undertaking.

The importance of connecting the upper part of this Province with Miramichi, would also, I think, be apparent, and productive of much good.

It may not be out of place here to state my opinion, that the low price of the Crown Lands, instead of tending to settle the Country, is really productive of a very opposite effect, so far as inducing Emigrants of any capital to proceed to New Brunswick. Little is known of this Province in Britain beyond the fact of its exporting large quantities of Timber, and having to depend almost entirely for its bread stuffs upon a foreign country. It can therefore be scarcely expected that any of the surplus Agricultural population, possessing any capital, should resort hither. We have no Agents in any of the Shipping Ports, or elsewhere, to explain to the people that we have millions of acres of excellent land in a healthy climate, open for their exertions.

It would almost appear that we require no addition to our Agricultural wealth, and that our prosperity is insured so long as the Lumber Merchant can keep his British creditor contented, by shipments of Timber and Deals. To whatever extent the Province may in years past have benefited, (and I fully admit that benefit has accrued to a certain extent,) yet to make that trade our sole dependence, is in my humble opinion, folly in the extreme. It is with the view therefore of enabling the Executive Government to develop the Agricultural resources of the Province, that I have so far ventured to dilate upon the capabilities of New Brunswick.

As I before observed, we have eight millions of acres of good Land to be turned to account. The question would naturally present itself, How are we to raise funds to improve this domain? I should say that there could be no difficulty in raising one or two hundred thousand pounds upon security of this very Estate,

and by the judicious expenditure of that money, the value of the whole could be so increased as to enable the Province to repay the debt and interest.

The Timber Licences for the past year, and which will expire on 1st May next, cover an area of 2,157 square miles, at an average rate of 16s. 8½d. per mile, producing to the end of the year £1,992 8s. The highest rate paid for any one lot was £20 1s. per square mile, being a Licence for nine square miles, situate on the left bank of the River Saint Croix, about 25 miles above Saint Stephen. The quantity of Land under Licence in 1847, was 5,360 square miles, which produced the sum of £3,585 7 9, the highest price paid per square mile being £5, the whole quantity averaging only 10s. 5½d. per square mile. By the above Your Excellency will perceive that the system of Auction has this past year produced some beneficial results, having increased the rate from 10s. to 16s. 8½d. per square mile, although only 68 lots were contested.

The Export Duty Act, intended to alleviate all the evils under which the Province suffered, has, to a great extent, proved highly injurious to the Trade. The Auction system in previous years has only been so in name, as the cases are rare where the Revenue has derived any benefit therefrom; and as in the performance of my official duty, I never could reconcile it to my ideas of common sense, that 640 acres of well Timbered Land should be permitted to be worked over for twelve months for 10s., so I have always considered that a most pernicious stimulant was thereby given to the speculator in the Lumber Trade. The simple question may be asked, would any man in his senses so dispose of his private property, and if not, why should the Public Lands be so dealt with? The Lumber Trade should not be the only branch of industry receiving such protection, which, in practice, has proved injurious by enticing into the woods a larger amount of men and money than the Market could possibly remunerate.

I pray Your Excellency's pardon for these remarks, which, perhaps, may be considered as inconsistent with the subordinate duties required of a Surveyor General, but I wish to raise my humble voice, now that the opportunity offers, of correcting the evil; for past experience has convinced me, that should such an improvement take place in the Lumber Market at Home as would present the least prospect of profit, vast numbers of persons would again rush into the woods, in the vain hope of recovering what they had lost. Again the Market would be overstocked; and again the same results would occur.

Independent of the prejudicial effects of the Export Duty Act, it is unjust in its operation, for whatever may be the intrinsic value of the commodity, the duty is the same. If therefore the Export Duty is still to continue, I cannot but hope that some more equitable scale may be established; for while the large Square Timber could well bear a much higher rate, the Deals can hardly pay even six pence per thousand superficial feet of one inch thick.

Numerous objections have been raised against the manner in which the Crown Estate was managed previous to the year 1837. A reference to the accompanying Statement of Receipts for the last twenty years, will at least show that the Revenue for the first nine years, viz: from 1st January, 1829, to 31st December, 1837, amounted to £203,719, while that derived from the same source for the eleven subsequent years, has only reached the sum of £145,357.

The Mining transactions of this Department may be stated to be twenty three Leases now extant, viz:—One in Gloucester, four in Carleton, two in York, two in Sunbury, six in Queens', one in Northumberland, two in Kent, one in Saint John, one in Westmorland, one in Albert, and two in Charlotte. The whole have realized the sum of £365 10s. Two rights only were sold during the last year, one for £35 and the other for £5. All these Leases are held subject to the Regulations which existed at the several periods when they were taken out.

I believe the Province of New Brunswick possesses vast wealth in her Minerals, and that in the course of several years, a large Revenue will be derivable from that source. Coal and Iron of the best quality, as also Plumbago, Salt and Silver, have already been discovered, and only require the application of capital to work them to advantage. But I respectfully state my opinion, that for the next fifteen or twenty years, the utmost liberality should be extended to those who are willing to commence such enterprises; and I cannot conceal my belief that if the owners of all granted Lands in the Province were allowed five years in which to make discovery of any Minerals within their respective Grants, and permitted the right or pre-emption of taking out a Lease for one hundred years upon certain conditions, that it would prove highly beneficial to the Province, and be received as a boon by the grantees of the Crown; as serious complaints are made by these people that the Crown should lease the Minerals of their Land, not considering that this right of the Crown is expressly reserved in the Grants under which their titles are derived.

Although the Revenue collected for the past year does not equal that of former periods, yet the whole result of the proceeds of the Casual and Territorial Revenues from 1837 to the end of 1847, I am happy to say leaves the Province nothing to complain of, but really exhibits a balance in favor of the Province after the payment of the Civil List, as will appear by the annexed Statement taken from authentic documents; neither can I entertain the slightest doubt that, under proper management, the Territorial Revenue of the Province would be far more than equivalent to the sum granted for the Civil List.

Herewith also I have the honor to transmit the detailed Accounts of this Department for the past year, which I trust will prove satisfactory.

I have the honor to be

Your Excellency's most obedient humble servant,

THOS. BAILLIE, *Sur. Gen.*

His Excellency Sir Edmund W. Head, Bart.
Lieutenant Governor, &c. &c. &c.

Circular to Deputies respecting the formation of Roads, Settlements, &c.

Crown Land Office, 16th November, 1848.

SIR,—The importance of greater attention being paid to Agriculture in this Province has now become so apparent, that I consider it my duty to submit to the Executive Government the propriety of opening up various parts of the country for settlement. The practice which has prevailed for some years past, of allowing every person to select his own Land, without reference to any general plan or system by which the country at large would be benefited, in the formation of Roads to connect the different Settlements, has always appeared to me very objectionable.

While using my best endeavours, however, to supersede a system which I consider so pernicious, it may be considered my duty to suggest some more beneficial plan.

My experience has taught me, that in connecting, by Roads passing through good Land, two or more Settlements already formed, you add to their prosperity—induce the occupation of the intermediate space—and give a superior character to the whole.

I am desirous, therefore, of receiving from you recommendations having those objects in view; and in doing so, you will state particularly the Settlements you propose to connect; the length of Roads necessary for that purpose; the quality of the Land; and the probable expense to be incurred in making the connections; with the number and extent of the Bridges which will be necessary, and the probable cost of construction.

In order to identify your interest with your recommendation, I beg to inform you, that should you be employed to make the survey of any number of lots of Land on such lines of proposed Road, I should recommend that you would not receive pay for your services until one half of the Lots should be taken up.

In forwarding recommendations of this nature, I do not think it necessary that the Roads you propose should be in a straight line from one Settlement to another, because I consider the quality of the Land the primary object, and to that, of course, you will pay particular attention. I also wish that you note, at the same time, any other good tracts of Land which you can recommend, and which you think, if surveyed, would soon be occupied.

I should wish to receive these suggestions from you by the 20th of December next.

I have, &c.

(Signed)

THOMAS BAILLIE, *Sur. Gen.*

KING'S COUNTY.

Deputy FAIRWEATHER'S Report.

Springfield, 8th December, 1848.

HONORABLE SIR,—In obedience to your Circular of the 16th ultimo, I beg leave to transmit you the following Report thereon:—

Your views relative to the importance of a greater attention to Agriculture in this Province, and your suggestions of a more beneficial plan of settling Crown Land, I perfectly coincide with. The connecting, by Roads passing through good Land, two or more Settlements, is of vital importance to the new Settler—is the mainspring of encouragement to occupy and settle the intermediate space, even if the Land, in part, should be of an inferior quality.

King's County does not embrace any large tracts of good Land unoccupied ; the largest tract lies between the Road formerly opened between the Head of Mill Stream and New Canaan Settlement and Spring Hill Settlement ; there is good Land on both sides of this Road ; the distance between those Settlements is about 8 miles, and embraces Thorn's Brook, &c. &c. In many parts of this tract there is good Land for agricultural purposes, and in other parts the Land is of an inferior quality ; but there can be no doubt, that in case those Settlements were connected by good Roads, eventually the whole would be occupied. There is also some good Land between the Baskin Settlement, north east of Dutch Valley, and the Mechanics' Settlement. As I have never explored this section of country, all the information I possess is derived from other sources. I am also informed there is good Land north east of the old Shepody Road, and also south east thereof, extending nearly to the Bay Shore, but I am unable to give any correct statement thereof.

* * *

All of which is respectfully submitted, &c.

(Signed)

SAMUEL FAIRWEATHER,
Local Deputy, King's.

Honorable Thomas Baillie, Surveyor General, &c. &c. &c.

SAINT JOHN.

Saint John, 29th November, 1848.

Deputy CUNNINGHAM'S Report.

SIR,—I have the honor to acknowledge the receipt of your Circular letter of the 16th instant, to which I now proceed to reply.

At the eastern extremity of the County of Saint John a considerable Stream, called Goose River, empties into the Bay of Fundy ; at its mouth there is a good Harbour, well sheltered, where vessels can lie at all times in perfect safety. There is in this harbour an admirable site for Shipbuilding, and it would form a good station for prosecuting the Fisheries in its vicinity.

I propose that a Road should be laid out from this harbour, up the Valley of Goose River, and wholly on the western side of that River, to the southern range of Lots in the Mechanics' Settlement.

From the Harbour to a point on the Shepody Road, where my survey in 1842 connected with that Road, is about 12 miles, in which distance no Bridge would be necessary.

After leaving the sea coast the Road would pass along a table land, covered with heavy timber, and possessing a deep soil of good quality. The country is well watered, and in every respect fit for settlement and cultivation.

At about half the distance from the Bay to the Shepody Road, the Road I propose would intersect and cross a new Road running easterly from the Londonderry Settlement to Shepody, and a communication would thus be opened with both those Settlements.

The proposed Road would be of great advantage to the Mechanics' Settlement, by opening a short and easy communication with the sea, at a safe harbour.

In the southern ranges of the Mechanics' Settlement, the best land in that Settlement is to be found ; but very little of it has yet been taken up, owing to the want of access ; as this fine tract would be laid open by the proposed Road, it would soon be sold and settled, while the whole Settlement would be benefited in every way.

I may mention, that I recently left the Harbour of Saint John at 10 o'clock, A. M., in a pilot boat, and with a moderate breeze reached the anchorage at Goose River at 6 P. M.

The advantage of such a water communication between the City of Saint John and the Mechanics' Settlement, as well as with all the rest of the Wilderness country in its vicinity, cannot be too highly appreciated.

I have reason to believe that a similar line of Road from the Mouth of Point Wolfe River, up the Valley of that River, to the interior, might be laid out with great advantage, but as it is not within my District, I merely allude to it.

There is considerable vacant Land at the western extremity of this County as yet almost unexplored and unknown. As there are no Settlements with which it could be connected advantageously, I am unable at present to make any recommendation respecting it.

My experience in Land Surveying leads me to concur most fully in your views of the most objectionable practice of permitting individuals to select Land under Warrants of Survey after the fashion now in use.

Instances have come under my notice, where a party, by selecting 100 acres of choice Intervale Land on the banks of a River or Stream, has so located it as to prevent the sale of any Land in the vicinity, or the formation of a Settlement in an eligible situation.

The party thus securing the first 100 acres, virtually obtained the control of the whole District; such practices cannot be reprehended too strongly.

I have, &c.

(Signed)

JOHN CUNNINGHAM.

The Hon. Thomas Baillie, Sur. Gen.

ALBERT COUNTY.

Deputy STILES' Report.

Hopewell, December 8, 1848.

SIR.—In conformity with your Honor's commands, respecting a Circular dated the 16th day of November, 1848—

There is no part of the County of Albert where a Road would be of more importance than from the Shepody Road, to commence near where the Road from Salmon River comes into the Shepody Road, and extending north to Coverdale River, a distance of about five or six miles, as the land is very level, and of an excellent quality for settling, and it would open a short and convenient communication for all the Settlers in the Parish of Elgin to the County Buildings, and also to the Shepody River and Salmon River, where it is navigable for vessels all seasons in the year. There would be no Bridges of any consequence, or very little swampy Land, and the Road might be made on a north line till it comes near the banks of the Coverdale, and the Lots laid out east and west; and I am of an opinion that this Road might be made for about £100; and if once opened, it would be immediately settled, and would be of more benefit than all that contemplated line of Road from the Ferry Point to the Mechanics' Settlement. And as the Road from Hopewell to Hammond River runs so near the heads of the Streams leading from the Bay Shore, to clear the vaults, that there is nothing to prevent running a number of Roads back on a north line to the Coverdale River, through a large level tract of Land, and the best Land for settling in the County; and if Roads were once opened through this tract, I think it would be immediately settled, as the Land to the north of the Road leading from Hopewell to Hammond River, near the Coverdale River, is far superior to the Land on that Road; and if laid out with Roads running north and south, would be quite convenient to Harbours on the Bay Shore, and would connect the Parish of Elgin to Harvey and Hopewell, and shorten the distance about 40 miles from the Road now travelled round by Hillsborough,

The opening of a Road from Point Wolf, down the Bay Shore, to connect with the Road leading up the Bay from Quaco, would open a Road to the Harbours, and then by extending Roads north between the Streams, would open Roads through a large tract of Wilderness Land, which, I think, would be shortly settled, as your Honor will see, by the Land on the Bay Shore from Roshea to Point Wolf, as fast as the Road is made down the Shore, it is immediately settled, as a great part of the Land is of good quality for settling.

The old system of laying out Roads is for a few Settlers to go into the Wilderness, and take up their Land, and then mark out a Road to the nearest Settlement they can get, and then call upon the Commissioners to establish the same, without any reference of opening Roads for other Settlers, when, if the Roads were properly laid out by the system proposed by your Honor, it would open Roads for other Settlers, and prevent the great waste in expending the public money by so many different alterations, as your Honor will see pointed out in my Report on Roads in February 1847.

I have, &c.

(Signed) REUBEN STILES, *Local Deputy.*

To the Hon. Thomas Baillie, Sur. Gen., &c. &c. &c.

CARLETON COUNTY.

Deputy HARLEY'S Report.

Grand Falls, December 20, 1848.

The Honorable Thomas Baillie,

SIR,—In reply to your Circular of the 13th November, I beg to acquaint you that I have endeavoured to obtain all the information that I possibly could, respecting the New Settlements of this locality—

1st Settlement commences about 2 miles above the Grand Falls, on the easterly side of the River Saint John, on the 2nd and 3rd tier of Lots.

2nd Settlement, 6 miles above the Grand Falls.

3rd Settlement, 14 miles above the Grand Falls.

4th Settlement, 20 miles above the Grand Falls.

5th Settlement, 26 miles above the Grand Falls.

6th Settlement, 32 miles above the Grand Falls.

From the superior quality of the excellent tract of Country lying between the 1st and 4th Settlements, I have every reason to believe that the intermediate spaces will be taken up before twelve months. From what I can learn, we shall have the greater part of young Frenchmen, (who are now living on the American side,) locating themselves on our back Settlements.

The intervening Rivers between the 1st and 4th Settlements are the Sagasse and Grand River. To bridge Grand River would cost about £200, and Sagasse about £100; and opening 20 miles of Road from the Grand Falls to the 4th Settlement, 12 feet wide, from the roots of the trees upwards, would average about 1s. 6d. per perch, is equal to £480 for 20 miles. It would not be necessary to bridge the above Rivers until the Lands were settled about three tiers deep.

In all my travelling through the interior of this Province, particularly in the north eastern part of it, I have not met with such a large tract of beautiful country as that lying between the Salmon River and Green River, extending back about from 10 to 15 miles, thence extending itself on a parallel course with the River Saint John upwards of 30 miles. Allowing a fifth of this tract for waste Land, which may not be, probably, fit for settlement, it would be capable of containing 2,300 families, giving to each family 100 acres. * * *

In order to afford a facility of improvement in this section of the country; it would be essentially necessary to bridge the main River Saint John, about 200 yards below the great pitch of the Grand Falls, the cost of which would be amply paid in a very short time by the sale of the Crown Lands, and the other additional revenues that would arise therefrom.

* * * I have; &c.

(Signed)

MICHL. HARLEY,
D. L. Surveyor.

GLOUCESTER COUNTY.

Deputy CARRUTHERS' Report.

Bathurst, 8th December, 1848.

SIR,—In reference to your Circular of 16th November last, the receipt of which I have the honor to acknowledge, I beg to state that the evils flowing from the present scattering mode of settlement, and the benefits to be derived from concentration, have been generally admitted on all hands. The appropriations for Roads are generally found insufficient to complete the necessary communication for any one new Settlement, while partial attempts are made to many. This is found a great obstacle to the favorable progress of new Settlers.

If a system of concentration be adopted in Gloucester, I would recommend the following tracts, as they possess the advantage of rich soil and convenience to market, viz:—

A line of Road from Teague's Brook, connecting the Settlements on the Bay shore with the Settlement on the Innishannon Brook, and thence to the upper part of Caraquet Settlement, would pass through a fine rich tract of country, and if surveyed, would be speedily occupied. Distance from Teague's Brook to Smith's, on the Innishannon, 6 miles; thence to the Caraquet Settlement about 7 miles. This Road, if opened, would form the great Road of Communication from Bathurst to the Ports of Caraquet and Shippegan. The Bridges required on this line would be small in extent, three in number, and probable cost, £40. The Land extending south from the Innishannon, and the south branch of Caraquet to the Pockmouche River, are of a superior quality, and I think if a portion of them were surveyed, would soon be occupied. The Road leading from Smith's, on the Innishannon, to the Bay shore, passes through a good tract of Land, and if surveyed, would readily be occupied.

A prolongation of the line of Road leading through the Rose Hill Settlement, on the south side of the Tattagouche River, would open up a fine tract of country, being only a short distance from the Town of Bathurst. If surveyed, this tract would be settled at once; only one small Bridge would be required—cost, £6 to £8.

A disposition seems general, to settle the District of Land stretching from the Nigado River to the Saint John's Settlement in rear of Green Point; this is also a desirable tract of country, and doubtless would be speedily settled, if communication through it was opened up, distance four miles; a Road might also connect this tract with the Bay shore, distance two miles. One bridge only would be required across the Elm Tree River—probable cost, £20.

From the Anderson Settlement, in rear of Belle-dune, a Road may be extended to connect with the Settlements west of the Line dividing the Counties; this would open up a good tract of Land, and induce to the settlement thereof—distance 4 miles.

A line of Road from Smith's, on the middle River, passing through block 12, range 14, on Little River, thence on to the Pabineau River; thence extending on towards the Big River of Nepisiquit, would open up an excellent tract of Country for Settlement.

Good Roads equal to any in the Province, stumped, levelled, and properly thrown up, or turnpiked, 20 feet in width, can be made through all the aforesaid tract of Land, at the rate of from 3s. 6d. to 4s. 6d. per rod.

I would most respectfully suggest as the best mode to effect concentration, that Applicants for Land should be confined to the Districts laid off for the purpose, by refusing the accommodation of paying by instalments all persons elsewhere.

I am, &c.

(Signed)

MATTHEW CARRUTHERS.

The Honorable Thomas Baillie, Surveyor General, &c. &c. &c.

SUNBURY COUNTY.

Deputy C. L. HATHEWAY'S Report.

Maugerville, 5th November, 1848.

The Hon. T. Baillie, Surveyor General, &c.

SIR,—I have the honor to acknowledge the receipt of your Honor's Circular of the 16th November last, requiring information and recommendations of the best probable method of settling the ungranted Lands for Agricultural purposes.

Having been employed in surveying and exploring the Forest to a considerable extent for the last thirty nine years, and having from early life taken much interest in an improved system of Agriculture, I have witnessed with much regret the effect of that bad system, which you, by experience, have found so objectionable.

I shall endeavour to confine my recommendations to such as may be advantageously attended to for the future Agricultural interest of the Country, consistently with its ordinary means.

As the most of the surveys have been made along Streams which were only navigable for Timber driving, and the Lots laid out in a hasty manner to save expense, Surveyors have generally had but a limited means of acquiring a knowledge of the interior, or of the exact distance from one Settlement to the other, which is best ascertained by the condensed plans in the Surveyor General's Office.

Roads through good Land will certainly facilitate the settlement of the Country; but I have observed along some of the Great Roads barren Land has been settled, merely because there was a good Road to it, and afterwards abandoned on account of its sterility.

The Road from the mouth of Nashwalk to Little River, is settled on the rear of the Lots of the old Grant, and some are settled on Lots more recently surveyed, while there is much better Land for settlement on the third tier of Lots back from the Road. From this Settlement, I would recommend a Road to be opened to the Peoniack Settlement, distant probably about 4 miles; from the Penniack to Little River, distant, probably about eleven miles, ending at or near the Smith Settlement, at Hungry Brook, and nearly parallel to the present Great Road; and to intersect this Road, I would recommend one from the Mills on Little River to Bear Brook, probably about nine miles, and ultimately, to extend to the Fork Stream, between which and Bear Brook, is an excellent tract of Land for Agricultural purposes.

Along these Roads, I would recommend laying out Lots of one hundred acres each, twenty chains in width, with frequent Roads along their Lines, where a second tier of Lots may be desirable.

If one or all of these Roads were opened, these Lots would be purchased by industrious labourers, who would earn the means of purchasing the Land by labour on the Roads.

Having seen so much greater evil arise from crooked Roads than straight ones, I would recommend all Roads in the interior to be laid out, either parallel, or at right angles, to other Roads, and on straight Lines, only to be departed from through extreme necessity.

The Roads here recommended would be through Land generally very level, not intersected with large Streams requiring expensive Bridges, and pass through many good tracts of Land for Agricultural purposes, which, with its proximity to Fredericton, and other local advantages, surrounded on three sides by Mills and Manufacturing Establishments, and no part of it more than ten miles from an old Settlement, affords a field for improvement seldom equalled in other parts of the Province.

A Road opened from the N. W. Branch of Oromocto River to the Cork Settlement would be of great benefit to both Settlements, by opening a communication between them through much good Land fit for cultivation. It has proved a great drawback on the benefit of Emigration to this Province, that most of the Capitalists among the Emigrants, if they were only able to purchase a Pedlar's pack, have preferred speculation to Agriculture, and while the farmers could only afford £2 per month, the Lumberers would give £4 to migratory labourers, thus sending the specie out of the Province, and fixing the rate of wages far above its real value.

I think it might be useful in each new Settlement, to give a good tract of Land for a large Farm to individuals who should receive a Grant, gratis, upon condition of making certain specified improvements in a given time.

Such a system might encourage Capitalists to undertake, and would have a salutary influence in any Settlement. The wages earned in cultivating such a Farm, would be expended in purchasing small Farms in its vicinity, and the Settlements increased, Schools and Public Establishments would increase, affording contentment, and encouraging enterprise.

But unless Roads are opened there will be no Schools, and if no Schools, a discouraged Peasantry will desert their locations, or otherwise, deserted by their posterity as soon as they are able to leave an unpromising home, they will be left in poverty a tax on their neighbours.

I find in all our new Settlements, they require first encouragement, next instruction in Agriculture, and then prosperity invariably succeeds.

The former method of granting a location ticket has proved a bad one. In addition to the ordinary disappointment of a new Settler, the consciousness of his still being in debt for his Land is a great tax on his comfort, and has frequently induced him to abandon his location.

I know of many other good tracts of Land for Agricultural purposes, above and below the Grand Falls and some in the County of Saint John, all which will probably be described by Surveyors from those places, but I know of no other so deserving of immediate attention as those I have first described.

All which is respectfully submitted by your Honor's obedient servant,

(Signed)

C. L. HATHEWAY, D. L. S.

WESTMORLAND COUNTY.

Deputy WILMOT's Report.

Salisbury, 12th December, 1848.

SIR,—Your Circular of the 16th ultimo duly came to hand, and its contents noted.

I cannot but coincide with you in the opinion, that it is highly necessary that some measure should be adopted to direct the attention of the people to Agriculture; and it appears to me that no scheme can be prosecuted with so fair a

prospect of a happy result, as the opening of Roads through good Settlement Land, and, when practicable, to connect Settlements already formed.

The first two Settlements I would recommend to be connected, are what are called the "Steves' Mountain Settlement," and the "M'Lauchlan Road Settlement." The former of these Settlements is in the second tier of Lots, on the Petitcoudiac River, on the north base of the Grants to Christian and Frederick Steves, in Moncton. The latter is in the neighbourhood of the M'Lauchlan Road. It would take about fourteen miles of Road to make this connection, and about 25s. per mile to make the survey. Though I have never travelled this route myself, I have collected my information from such respectable authority, as to induce me not to hesitate in recommending the Land. There will be no considerable expense in the forming of Bridges, as there are no considerable Streams to cross.

The next two Settlements I would recommend the connection of, are the Butternut Ridge, and that part of the North River Settlement which is situated on the north base of the second Division of Lots on that River; about three miles would make this connection. No Streams to cross, consequently no Bridges required; about 25s. per mile will make the connection.

There is a considerable tract of Land, of a good quality, lying on the south side of Nevers' Brook; for a description of this Brook, I would refer you to my Return of Steves' and Boyd's Mill Reserve. This tract is about 10 miles long, east and west. A Road 4 miles in length would reach this tract of Land, commencing at the North River Bridge on the Albert Settlement Road, and extend north.

I am, &c.

(Signed)

S. S. WILMOT, D. S.

Honorable Thomas Baillie, Sur. Gen.

YORK COUNTY.

Deputy JOHN DAVIDSON'S Report.

Dumfries, December 20, 1848.

SIR,—In reply to your Circular of the 16th of last month, I have to state, that in addition to my own information on the subject, I have made inquiries of those that I thought it likely I could get information from, who do not know of any Land there would be a prospect of being generally settled beyond those I previously recommended surveying between the Howard Settlement and Eel River, which I have surveyed, and looked out a suitable line of Road, which might at an expense of £30 or £35 put in suitable hands, cut the Road out 10 or 12 feet wide, and fix the bad places, that you might ride from the Howard Settlement to the Mill on Eel River, a distance of between 6 or 7 miles, which would be a great advantage to both Settlements.

* * *

I am, &c.

(Signed)

JOHN DAVIDSON.

Deputy M'LEAN'S Report.

Nashwaak, December 14, 1848.

SIR,—In compliance with your request, I should recommend that a Road be opened, commencing at or near Wm. M'Leod's, on the Miramichi Portage, and to extend in an easterly direction to the third tier of Lots in block one, distance about one and a quarter miles; there is about eight one hundred acre Lots surveyed, some of them improved upon. The Land good; about £40 would open a Road, as the Land is level, and no Bridges to be made.

2nd.—To commence at or near Alex. M'Pherson's. and to extend eastward, passing along or near the upper line of Lands granted to Alex. Campbell, in block No. 2 ; thence to continue on to the third tier, distance about four miles ; thence to extend Roads north and south at the commencement of every tier, by that means you would open into a fine tract of Country, where many Settlers would be accommodated ; a road could be made for about £40 per mile, as there would be no Bridges of any size to be made, and the land level.

3rd.—It would be well to extend the Durham Road a few lots further back ; there is a good Road as far back as Lands granted to Fowler ; £30 or £40 laid out would be the means of encouraging more Settlers, as the Land is good.

4th.—It would be advisable that a Road be opened on the lower side of what is called M'Lean's Brook, as there are a number of Settlers in that direction, and good Land, where many more may be accommodated ; the Banks on the Brook being so high, renders it impossible to get to the Durham Road ; this line may be extended 8 miles back, as the greater part of the Land is good full that distance back. It would be worth £40 per mile to make a Road on this line ; there would be no Bridges of any size.

I am, &c.

(Signed)

ALLAN M'LEAN, D. L. S.

The Hon. Thomas Baillie, Sur. Gen.

RESTIGOUCHE COUNTY.

Deputy JAMES MONTGOMERY'S Report.

Dalhousie, December 13, 1848.

SIR,—In answer to your Circular of the 16th November, requesting information with regard to opening up certain good tracts of Land, and connecting, by Roads passing through one or more Settlements, I would recommend the following, viz :—

The Road commenced between Rorety and Russell, Belledune Settlement, to be continued on the course of the front Lots to rear of same ; thence running a true south course through a tract of Land between Elm Tree and Jacquet Rivers ; from information I have had, I am led to believe this tract of Land is from 10 to 14 miles deep, of the very best quality.

The Road commenced between Ultican and Quinn, to be also continued on the course of front Lots to rear ; thence due south, crossing the above tract at two miles distance from Rorety's Road, and a Road on the west side of Armstrong's Brook, at two miles from Ultican's, on the same course as the above mentioned Road. These, in connection with a Road from Elm Tree in a westerly direction towards Jacquet River, would open up and cause to be settled a large section of country. Although there is some parcels of Land between Jacquet and Charloe Rivers, I could not in the mean time recommend any Road that would forward settlement, and ultimately be beneficial, as this is for the most part rough in front, and the mountains in some places extend a considerable distance back.

I would recommend the continuation of the Road between the second and third tiers, Colebrooke, in rear of Campbelltown, and thence through a valley back of the flat Lands towards the mouth of Upsalquitch ; this Road would open up a very extensive and valuable tract of Land, and I feel satisfied the Road itself would ultimately be of the very greatest importance, as being a more direct line than the present Road along Shore. I would further recommend a line to be opened from Marl Lake Road west, by magnet, passing two miles back of the Forks, Eel River, between the 4th and 5th concessions, Colebrooke, (and two miles distance from the Road between the 2d and 3d concessions) extending to Christopher's Brook, and to connect with Dalhousie and Campbelltown, by com-

pleting the Roads already commenced between Searle and Davis, at Eel River Forks and to Lilly Lake, till they cross the two last mentioned Roads. This, I am satisfied, if opened up, would all be settled in a few years, and from the fact of its being very superior Land, would become one of the most flourishing Settlements in the Province.

I would also suggest the valley of Christopher's Brook as a suitable place for a Road, extending towards the mouth of the North West Upsalquitch; this, I am informed, is an excellent tract of Land, and if a Road were formed in this direction, it would not only settle the Land in its immediate vicinity, but also cause Settlements on the various Branches of the Upsalquitch above it, more particularly on the south east, near which River the Land is good, and especially towards the head of Charloe and Lacquet Rivers.

I cannot, without exploring, say anything about the number of Bridges that would be on these Lines, consequently I can give no accurate statement of the cost of making the Roads, but would say that a good Line of Road can be made for £120 per mile, exclusive of Bridges,—say for cutting out and stumping 320 rods, 30 feet wide, at 5s., and for turnpiking, 2s. 6d., is

| | | | |
|---------------------------------------|------|----|-----|
| ... | £120 | 0 | 0 |
| Allow extra per mile for Bridges, ... | ... | 10 | 0 0 |

£130 0 0

This being the amount of outlay required, allow me further to state the probable amount of profit likely to accrue to the Government.

Allowing $12\frac{1}{2}$ chains, or 50 rods front, for 100 acres, there will be 1280 acres in a mile, at 2s 5d. the price pur., when paid down, is £154 15s., from which subtract the cost as above, leaves the sum of £24 15s.; say further, for commission and all other charges, £10, and you have still the sum of £14 15s. per mile profit.

While I acknowledge the value of opening up a Country for settlement, by making Roads through it, I would also suggest the propriety of a regular exploration previous to marking out any Road, as it has been found by experience in this part of the Province, that, with false ideas of economy, those who have had the expending of sums of money on Bye Roads, have commenced a Road without any kind of Survey, and totally ignorant of the description of Land beyond, or practicability of carrying a Road through it, their knowledge being altogether confined to the place of beginning; this is frequently the result, no doubt, of a desire in the Commissioner to accommodate and favour certain parties from private reasons; it thus follows, that often Roads are only made a short distance and abandoned as useless; or if continued, the alterations and windings in order to make it useful require a larger sum of money than would have made a good serviceable Road originally, had it been surveyed; by these means large sums of public money are annually thrown away uselessly: even this has been the case to a great extent on the Great Road in this County, the money expended on it these few years back for alterations, would, I am convinced, have paid for surveying and opening up a better Line.

I would beg leave further to observe, that under the present system the sale of Crown Lands does not nor ever will, in my opinion, pay for opening Roads through the Country. Whereas were an efficient exploration made, and Roads layed off in suitable localities, only the sale of the Lands would not only make the Roads, but in all probability, as I have shewn, leave an overplus.

There are also many Settlers and others desirous of obtaining Land, so poor that they cannot procure money by any means, however willing, to pay for their Grants; those persons would gladly avail themselves of the chance of Road making, were the proceeds of their labour to go towards the payment of their Land. By exploration, the cost of making the Roads, the number and cost of

Bridges, &c. could be pretty accurately ascertained, and the Line given in Lots at a valuation, or to the lowest bidder, among those settling on the Land bordering on it.

I enclose a Tracing herewith, shewing the extent and connection of the proposed Line of Road.

I have, &c.

(Signed)

JAMES MONTGOMERY.

Honorable Thomas Baillie, Surveyor General.

QUEEN'S COUNTY.

Deputy COLLING'S Report.

Gagetown, December 21, 1848.

The Honorable Thomas Baillie,

SIR,—In compliance with your Circular of the 16th November last, wherein you express a desire that I should recommend any District in this County where I consider it would advantage and promote the settlement of the Country, by connecting Settlements, and to open the Wilderness in Districts where the Land is fit for cultivation, as an inducement for Emigrants to remain and settle in the Country—

I have long been of the opinion that nothing would promote more to the settlement of the Province than that judicious explorations should be made of the Wilderness Land, and where they are found of a good quality, and fit for cultivation, that main Roads should be laid out to induce and enable the Emigrants, or in fact any other Settler, to enter the wilderness, and then, as the Land is occupied, to open cross Roads leading to other main Roads or Settlements.

The Line of Road I would recommend, with every prospect of your approval, would be to commence at or about Picket's Cove, Washademoak Lake, from thence to the north Forks, Canaan River, near Taylor's Mill, the distance will be about five and twenty miles, course about east (Mag.), it will go through a fine ridge of ungranted Land; of my own knowledge, I shall say four fifths will be found fit for settlement, generally very level, no streams of any consequence, except a few brooks, therefore requiring no Bridges of any amount, except one on the north Forks, and it could be built for £20 at the outside, at least I was informed that Mr. Price or Mr. Clarke, some time ago, had offered to build one for that sum. This Road will connect the different Settlements on the Grand Lake with those of the Washademoak Lake, Canaan River and Settlement, which would be of the greatest advantage and convenience to the Inhabitants of those Settlements; also opening some very convenient and good Land for settlement. Picket's Cove also, at the present time, stops, or nearly so, the communication on that part of the side of the Lake, the Cove being too wide, and not sufficient travelling to pay for keeping a regular Ferry, and there being as yet no Road, not even a path round it. The line of Road I recommend would make an excellent connection here. I also think, by referring to a plan of this part of the County, you see it embraces more advantages than mere local ones; it seems to me to be a more direct and nearer route than the present unfinished one from the Bend of the Petitcodiac to Fredericton, by Coal Creek, Salmon and Newcastle Rivers, &c., without the disadvantages and expenses of the Ferries, Bridges, &c. on that route, the line I recommend not having a single Ferry or Bridge except the Bridge on the North Forks. You wish also I should give an estimate of the expense. I must say I have not been much engaged in Road making, but have always taken an interest in the subject, and have been in the habit of seeing Roads let, and inquiring what such and such Roads have cost. I have seen very good Roads, well formed and turnpiked, that Major Foshay has informed me he had got done at 2s. 6d. per rod from the stump; he had the trees

taken out by the roots, and the ground levelled the first year, at, I think, something less than 1s. 3d. per rod; the second year he had it formed and turnpiked for about the same money; it is generally considered the best and most economical plan not to work or turnpike till the second year, as the soil works easier, the smaller roots decaying, &c. &c. I have also enquired of some experienced Road makers, who tell me they have no doubt but the Road on this Line would be done at 2s. 6d. per rod; it is generally not heavy timbered; but say 3s. 6d. per rod, including bridging, (but not the one on the North Forks,) will be fifty six pounds per mile; so twenty five miles will be fourteen hundred pounds; but call it £1500, to include the Bridge at the Forks; then, taking this outside estimate, it will not take half of the ungranted Land on this Line to pay for the making and bridging of this Road, allowing eight Lots to one mile, of one hundred acres each, eighty rods front; so twenty five miles will give two hundred Lots, at fifteen pounds per Lot, (the present upset price,) will give three thousand pounds, more than double the amount that would be required for making and bridging the Road. As for the question in a general way, whether the Land will pay for the making of the Roads, I think, admits of no doubt. There are two instances of it paying the Government well in this County, I mean the Nerepis Road—Great Road between Fredericton and Saint John—for one; how quick were Settlements made after this Road got into operation? which neither could nor would have been the case if no such Roads had not first been made. The other instance is more recent, viz: the Road on the County Line between this County and Sunbury, extending from the River Saint John to the Nerepis Great Road, through the Victoria Settlement. I think I am very safe in saying there would not have been one hundred acres taken up, at least in this County, if that Road had not been previously made; now there are several Settlers there who have bought and paid the whole amount for their Land, and applications monthly for more in each County; for instance, this present month there are six hundred acres in this County, and five hundred in Sunbury, advertised for sale next month, the applicants in both Counties being respectable farmers' sons, the most of whom will pay the whole amount down. Not having the proper documents to refer to, I cannot say for a certainty, but I am sure there must already have been more money paid for Land in this Settlement already than has been expended on making the Road.

You also wish me to point out any other tract of good Land, if surveyed, that would soon be occupied. I have no doubt, if a connecting Line was extended from the Settlement on the Gagetown Road to the Sunbury County Line Road, fifty chains S. W. of the Spry Grant, so as to admit Lots on each side of the Road; also the vacant Land between this Spry Grant and the aforesaid County Line Road, I know there is some good Land which would be immediately taken up, the lines of the Spry not being known, applicants dont like to apply for it upon an uncertainty.

As I expect to be at the Office in a week or two, I shall be happy to give you personally more particulars, and explain myself more plainly than I can by writing.

With the greatest respect, &c.

(Signed)

JOHN COLLING, *Dep. Sur.*

To the Honorable Thos. Baillie, Surveyor General, Fredericton.

Deputy KERR's Report.

Fredericton, December 10, 1848.

SIR,—In compliance with a Circular received from you, of the 16th November, 1848, I beg leave to state, that I and several individuals have explored the Queen's Lake Settlement, in the Parish Pennfield, Charlotte County, and I am of opinion, that if there was encouragement in opening out a Road through this

part of the Province, it would be settled. A great part of the Timber is the old growth of hardwood, some excellent Spruce Logs, and some parts a little stoney, but I think not discouraging to Agricultural pursuits. The Line of Road necessary to be opened in order to get to Saint John, on a course south, 50° or 55° E. to intersect the Nerepis Road between Grand Bay and Mather's old establishment, which is a distance of about 8 miles; no Bridges of importance except small ones; thence from the Queen's Lake Settlement, north about 5 miles. to the interior of Craftville Settlement; thence northeasterly, until it intersects the Road leading from Nerepis Road to South Branch of Oromocto, near the Patterson Settlement, distance about 4 miles, expense of connection about 20s. per mile, opening and repairing said Line of Road, about 4s. per rod. I am prepared to comply with the terms of the Government in making the connection.

I have, &c.

(Signed) JAMES KERR, *Dep. Sur.*

P. S.—I will take two hundred of Land in payment.

(Signed)

J. K.

Honorable Thomas Baillie, Surveyor General, &c. &c. &c.

Deputy SNELL'S Report.

Grand Lake, Queen's, 9th December, 1848.

SIR,—I have the honor to acknowledge the receipt of your Circular of the 16th ult., desiring me to furnish you with information on the following heads: 1st. The different Settlements which might be connected by Roads, passing through good Land. 2d. The length of Road necessary for that purpose. 3d. The quality of the Land, and the probable expense of making the connections. 4th. The number and extent of the Bridges which will be necessary, and the probable cost of construction. Further wishing me to state any other good tract of Land which I think, if surveyed, would soon be occupied.

In obedience to your instructions, I would recommend that the Grand Lake and New Canaan be connected by a Road leading from the Upper Settlement of Cumberland Bay to the Forks of Canaan. The length of Road to pass through good land, would be about 16 miles, and the expense of making, about £1,200, there being no Bridges of any consideration on this proposed line.

I would also recommend that the Gaspereaux Settlement and Salmon Creek be connected by a line of Road commencing near the upper Gaspereaux Mills, and crossing the North Branch of Salmon Creek, the distance being about 6 miles, the expense of connecting, including Bridges, would be about £500, and the Land is of a superior quality.

I would recommend that the Gaspereaux and Cain's River be connected by a line crossing the Gaspereaux about 12 miles from the Mouth, which would pass through good Land, forming a convenient and extensive Settlement; I think the distance would be about 20 miles, the cost of connection would not exceed £100 per mile, including the Bridges.

I would particularly recommend that the Salmon River and Richibucto be connected by a line crossing the Big Forks Stream, about 10 miles from the Mouth, thence running a little to the eastward and crossing the Little Forks. From my knowledge of this tract of Land, I am aware that a line might be explored, passing through large tracts of excellent Land; but as this proposed Road has been recently explored by Mr. Beckwith, I consider it unnecessary to make any further remarks.

I would recommend that the front Land on the southeast side of Salmon River to the Mouth of the Little Forks, be surveyed for Settlement, this Land would soon be occupied, and a survey would prevent squatters from improving on Land so irregularly.

There is also an excellent tract of Land situate between Salmon River and Coal Creek, extending up Stream about 20 miles, which I think, if surveyed, would soon be occupied, and also prevent squatters from settling irregularly, as they now are.

Having recommended the above tracts of Land to be surveyed for Settlement, without any regard to my own personal interest, I beg leave to remark, that I am highly pleased with the idea of having the present pernicious system of surveying superseded by a more beneficial one, yet I despair of ever seeing the County settled under the present system of disposing of the Crown Lands. I would recommend that labour performed in opening the Roads, and clearing a certain quantity of the wilderness lands be a sufficient remuneration (under proper system,) to entitle the hardy and industrious Settler to a grant of a certain quantity of Land.

I am, &c.

(Signed)

ROBERT SNELL, *Deputy.*

Honorable Thomas Baillie, Surveyor General, &c. &c. &c.

KENT COUNTY.

Deputy DOUGLASS' Report.

Buctouche, December 7, 1848.

SIR,—In answer to your Circular of the 16th of November last, I beg leave to inform you that in the District in which I reside, I know of no Settlement that is not connected either to the Buctouche or the Cocagne by Roads already made, but they are of a very inferior quality.

There is at present no inducement for young men to enter on agricultural pursuits, on account of Roads not being opened through good Lands. They say a mere line will not entice us to enter into the forest to take up Land, but if Roads were once opened so that we could immediately improve it, we would take pleasure in purchasing.

There are several good tracts of Land, through which, if Roads were opened, would in a short time be taken up, and would no doubt make extensive settlements.

I am not much acquainted with the vacant Crown Land lying between the Cocagne and Buctouche Rivers. All the information I can give you respecting it, I have received from men who have travelled those woods in search of lumber.

There are four sites for Roads to which I would call your attention; (the accompanying plan will elucidate more clearly.)

The 1st. On the south side of the Cocagne River, from S. Cornea's grant to J. Griffin's grant in Irish Town.

2nd. On the northern side of the same River, commencing at the rear of R. M'Lelland's grant, and running a direct course till it meets with the M'Lauchlan Road, at the same distance from the River.

3rd. To commence at the St. Anthony's Settlement, and running parallel to the last mentioned line, so that two ranges of lots may be contained between.

The 4th. On the south side of the Big Buctouche River, commencing at the rear of Thos. Bechard's grant, (Lot 43,) thence till it strikes the M'Lauchlan Road about one mile south of the South Branch. All the above mentioned sites would be the continuations of other Roads already made, and would pass through excellent Land.

With respect to the expenses that would be incurred I have no idea. The Bridges over the small streams would be insignificant, and men's wages at the present would be at a very low rate.

This move that your Honor has now in contemplation, if carried into effect, will give general satisfaction, and as for the pay, should I be called upon to make

the survey, I think myself bound to agree with your wishes so far as I have it in my power so to do.

I am, &c.

(Signed)

ROBT. DOUGLASS.

Hon. Thomas Baillie, Sur. Gen., &c. &c.

Deputy LAYTON'S Report.

Richibucto, 11th December, 1848.

To the Honorable Thomas Baillie, Surveyor General,

SIR,—I have the honor to acknowledge the receipt of your Circular bearing date the 16th November last, in which I am directed to transmit to you my recommendations and suggestions for connecting Settlements, &c., in this District :—

In obedience to which, I beg to suggest the prolongation of the Road already laid out in the Louisburg Settlement on the South Branch of Saint Nicholas to the Cockburn Road. I cannot speak from my own knowledge of the quality of the Land through which it would pass, but have every reason to believe from reports which I have heard, that the tract is a very eligible one. There would be nothing but small rivulets to cross, requiring no Bridges of any magnitude; the probable expense of construction would be very difficult for me to estimate, as so much must depend on the manner in which they are to be built; but I am of opinion that it might be opened eight feet wide, levelled, and made passable as a winter Road, at an average cost of £40 per mile. This Road will be in length three and a half miles, thus requiring the sum of £140.

It will be seen, upon reference to the sketch which accompanies this, that a Road has already been surveyed by me, connecting that part of Louisburg which is on the West Branch of the Saint Nicholas with the Cockburn Road, also that a Road has been surveyed joining together these two Settlements, and which I have particularly to recommend should be prolonged so as to connect with the Settlements on Mill Creek, Buctouche. Such a Road will ere long be made; but if left to Bye Road Commissioners, with their present system, it cannot be expected that they will make anything of it but a bungle. The length of this Road would be four miles, and would require about £160 to make it passable as a bridle Road, running in its whole distance through an entire tract of excellent Land. From this point a very advantageous connection might be made with the Great Road at the Chockpish Settlement, which would also pass through an entire tract of good Land.

I have made the above recommendations with a full conviction of their great utility. One evil only will arise, an evil which is more or less felt in every Settlement throughout this part of the Province. I allude to "forestalling;" for no sooner is a Settlement formed, or a road opened, than these forestallers pounce upon the best and most convenient tracts, and keep them in reserve for their children, thus profiting by the toil of the poor Settler, and retarding the general progress, by preventing others from becoming Settlers in consequence of there being no vacant Land adjoining the Settlement. I beg to suggest, for your consideration, that if some measures could be devised to check this forestalling, that the real settlement of the Country would thereby be very much accelerated.

I know of other good tracts of Land in this District, but which are as yet too remote from other Settlements to be thought of at present.

I have, &c.

(Signed)

J. G. G. LAYTON, D. S.

To the Hon. Thomas Baillie, Surveyor General, &c. &c. &c.

Deputy MERZERALL's Report.

Richibucto, 15th December, 1848.

SIR,—I have the honor to acknowledge the receipt of your Circular of the 16th November last, and beg leave to submit the following suggestions:—

Although I have had no opportunity lately to make myself acquainted with the general locality of the interior part of this County, yet I remember when running some of the meridian lines for the late W. J. Layton, in 1836, that I passed through some fine tracts of Land. The greatest part of the Country, however, is unfit for Settlement, being cut up with thick spruce barrens and cedar swamps.

There are no remote Settlements of any note in my District, the Settlers confining themselves chiefly to the banks of the different Rivers and their tributaries. The greatest obstacle which prevents parties from going farther up the Country to settle, is the want of Roads to encourage them to do so.

I have conversed with several persons lately on the subject of laying out Roads, &c., as proposed by you, and I am glad to find that they are mutually in favour with the plan.

I would suggest that if a Road be run due west from the Post Road, about one mile south of Martin Flanagan's, for about five miles, and Roads laid off north and south, at proper distances, laying out lots, would pass through good Land, and would connect a fine ridge of hard wood Land that lies south of the Bay du Vin River with the Post Road.

That a Road be run west from the Mill on the Little Black River, (Kouchibouguac,) until it would strike the Post Road, laying off lots as the Land would suit; it would also connect the Settlement on the Black River with the Post Road.

That a Road be run westerly from the upper Settler on the north side of the Kouchibouguac River, and Roads to run north and south between Tweedie's and M'Innis' Brook, would pass through good ridges of Land.

That a Road be run on the south side of the Kouchibouguacis River, commencing at the upper Settlement, running up Stream until it would cross the eastern meridian of Range 10 of "Layton's great Survey," and thence Roads to run north and south, laying off lots as the Land would permit.

That a Road be run westerly from the upper Settlers on the south side of the Aldouane River, for about two miles, passing through a hard wood ridge, which is already applied for.

That a Road be run westerly from the upper Settlers on the north side of the Molus River, for about seven miles, and Roads to run north and south, at proper distances, and laying out lots as the Land would permit.

That a Road be run westerly from the upper Settlers on the south side of the Bass River, for about five miles, crossing the above mentioned meridian, and Roads to run north and south, at proper distances, and laying off lots as the Land would permit, would go through good ridges of Land.

The expense of running these different Roads would not be so much, as some of the lines of "Layton's great Survey" would in many instances answer, by retracing them, and replacing the boundaries of the lots where they have been cut and knocked down by lumbermen.

The expense of the Bridges would also not be as would be imagined, as the largest Rivers the Roads would cross do not exceed one chain in width.

I have, &c.

(Signed)

PETER MERZERALL,

Dy. Surveyor.

To the Hon. Thomas Baillie, Sur. Gen., &c. &c. &c.

NORTHUMBERLAND.

Deputy JAMES DAVIDSON's Report.

Miramichi, December 4, 1848.

SIR,—I have the honor to acknowledge the receipt of your Circular of the 16th ultimo, requiring me to furnish you with information as to good tracts of Land for settlement, &c. There is an excellent tract of Land in rear of the granted Lands from Burnt Church to Neguac, extending back towards Stymist's Mill Stream, and easterly to the granted Land on the west side of Tabusintack River. There is also a good tract of Land on the north side of Little Tracaday River, above the head of the tide, extending upwards, and back towards Pocmouche River. There is also an extensive tract of good Land between Pocmouche River and the south branch of Caraquet River, extending from the upper Settlement on Caraquet River, I think, to the Bathurst Road; and if a Road were opened from the upper Settlement on the south Branch of Caraquet to the Bathurst Road, about eleven miles south of Bathurst, it would pass through a fine tract of Hardwood Land. The whole distance would be about twenty four miles, and I am not aware of any Bridges, except small ones, that would be required in the whole distance.

* * *

I have, &c.

(Signed)

JAS. DAVIDSON,
Dy. Surveyor.

Honorable Thomas Baillie, Sur. Gen., &c. &c. &c.

Deputy C. J. PETERS' Report.

Chatham, 13th December, 1848.

SIR,—In reply to your Circular of the 16th ultimo, I beg to state that I agree with you in the importance of attention being paid to Agriculture in the present depressed state of business of all kinds in this Province. I also agree that the system of each person being allowed to select his Land without reference to any general plan or system by which the country at large would be benefited, and cause the Roads to be laid out to the best advantage, both as to the best ground for making them, and also going through the best country for settlement, and at the same time fronting as many lots as possible on said Roads, instead of having to make Roads as at present in many cases where there are but three or four settlers, which takes more money out of the Public Chest than the purchase of the Land brings in to it.

There can be no doubt that by opening connecting Roads passing from one Settlement to another, and also through good Land for Settlement, you add to the prosperity of the country, and induce people to go back and settle, knowing that they have or may depend on having a good Road to their places.

The best way in my opinion this could be done, would be to explore and mark out the best lines of Road that can be found from one Settlement to another (as was the case last year, from Dixon's Ferry to Curry's, at Bartibog, where the whole of the good Land that was vacant was immediately applied for, to front on the Road) and through some of the best tracts for settlement that might be approved of, and after making a Plan of said Road, the Deputy to mark out on the Plan his idea of the most approved way of laying out the lots, to be submitted to the office for approval there, in case of application for Land, or the Government should wish to lay the whole in lots agreeable to that plan, or to any alteration they may think proper to make, this would remedy the present evil, and enable you to have the lots laid off as regular as the nature of the Land would permit; there are large tracts in this as in all other Counties that it would be

useless to lay out lots on, and in some cases the Road must cross them; but by picking the best lines, most of the lots would have some good land.

The plan I should recommend, if it could be carried into effect, would soon open and settle large tracts in this quarter, which I do not think, from the great scarcity of money and means of getting it amongst the middling and poorer classes that would wish to settle, can do ~~so~~ without something of the kind being done, viz: Instead of insisting upon the applicant paying for a lot; he may want in money, at £12 down, or £15 by instalments, and afterwards calling on the Province to make Roads for him; let the lot be sold at Public Auction to the person that will make the greatest number of rods of good turnpike Road 23 feet wide, and not less than 80 rods for each 100 acres, except when there is any heavy Bridge to be made in such place as shall be pointed out at time of sale. This you would get hundreds to do, when they could not pay two pounds in cash. The same distance of Road, if made by the Commissioners of Bye or Great Roads, would cost not less than £20 for 80 rods. This would open the country for settlement without having to draw any money out of the Public Chest, and enable those that have money to buy for money when there is good Roads, and those that have not money to pay for their land by labour, and pay for their grant, instead of paying one instalment as many now do with difficulty, and allow the remainder to stand with the interest accumulating on them yearly, and others from want of means to pay one instalment, settle without paying anything, and are better off than those that pay, as they have no interest to pay.

The Road I should recommend to be explored in the first place, would be the continuation of the Road through the Wilfield Settlement, crossing Black River below the mouth of Vondy's Brook, and to extend to the upper settler on Barnabie's River, a distance of about six miles from where the Road is passable in Summer; there would be but one Bridge of any note across Black River from this Road. Roads could be laid off, in several directions, through fine land for settlement, say between Barnabie's River and the Bay du Vin River, near the Mouth of Big Hole Brook, and from thence to the Richibucto Road, also to extend up the several Branches of Barnabie's River, and to the fine tract of land on Sabbie's River, called the Dundan Ridge; the East Branch of Barnabie's River has great advantages for settlers, having large and fine intervalles in addition to its fine uplands.

* * *

I am, &c.

(Signed)

CHARLES J. PETERS.

The Honorable Thomas Baillie, Surveyor General, Fredericton.

Deputy PRICE'S Report.

Ludlow, 20th December, 1848.

SIR,—In pursuance of the suggestions contained in your Circular of the 16th November last, I proceeded to explore, in a summary manner, such ungranted Lands in this part of the County of Northumberland as appeared to me to afford the greatest facilities for successful settlement, should any suitable measures be adopted by the Legislature to make them at once available for that purpose; and beg now to recommend to the consideration of the Government, the advantages that would attend the connecting, by a Road, the large tracts of excellent upland and intervalle which are situated on the small streams on the northerly side of the South West Branch of the River Miramichi, between the Settlement in the vicinity of the Land Company's Village of Campbell and the scattered Settlements on the Bartholomew's and Dungarvon. In no part of the County of Northumberland is there so large a quantity of good Land as is situated on this

route, and as a great part of it lies at an easy distance from the Capital of the Province, and from the Port of Miramichi, it could not fail, if once properly opened up, to become in a few years a flourishing Agricultural District. I have for the present, (being short of time,) examined more particularly the Lands lying between the lot occupied by John Small, near the western extremity of the Bredalbane Settlement, as marked on the accompanying sketch, and the lot granted to Michael Carmody, one of the most westerly Settlers on the South West Branch Miramichi. Through the whole of this distance, as marked out by me for a Road on the enclosed sketch, I find, with very trifling exceptions, excellent Land for settlement, and a good line for a Road. The part of this District which I conceive to be the most worthy of immediate attention, is an unbroken tract of upwards of four thousand acres of upland of the best quality, extending from the Grant to Carmody to the north west angle of the Reserve to R. Hayne on Porter's Brook. The growth on this Land consists of maple, ash, elm, and birch, slightly intermixed with cedar and other soft wood trees; it is exceedingly well watered, has a south east aspect, and is, on the surface, comparatively free from stone. Wherever stone appears, it is silicious limestone. The Road through it would cost sixty pounds per mile. A short Road to connect this tract of Land with Boiestown is desirable, and I have explored a route for that purpose, four and a half miles in length, on which there would be required eighty feet of Bridges. This line could be completed for forty pounds per mile. These Roads need not be turnpiked more than twelve feet in width, and wherever the Land is level and dry, nothing more would be necessary for the present than to clear out and level to that width. On the whole route to Small's, ninety feet of low Bridges would be sufficient, with the exception of mere drains. The Road from Small's to Doak's Mills is already made in part, and hereafter, as means were forthcoming, the main line might be connected with the Road coming out to Bartholomew's Mills, or it might cross to the north side of the Dungarvon, where there are large tracts of good Land, and connect with the highway at Indian Town. The upper part of it would be a suitable route for a Road leading to Dalhousie, which, to avoid the broken highlands to the northward, would, whenever made, require to be taken below the Falls on Dungarvon.

On the south side of the Miramichi River, there are also numerous detached tracts of good Land in the rear of the Betts' Grant, between Doak's and Boiestown Mills, on which Settlements are slowly forming, even under the present defective system.

I regret to say that it is out of my power to make surveys of Settlement Lands, without a prospect of early payment for my services, but being a practical farmer, and well acquainted with whatever tracts of good Land are in this part of the County, and moreover, as my interests are in a great degree dependent on the future agricultural prosperity of Northumberland, I should be careful, if employed in Surveys by the Government, to make a selection of the best Lands with which I am acquainted.

I have, &c.

(Signed)

JAMES L. PRICE.

Honorable Thomas Baillie, Surveyor General, &c. &c. &c.

CHARLOTTE COUNTY.

Deputy WM. MAHOOD'S Report.

Saint Andrews, December 18, 1848.

SIR,—In obedience to your Circular, dated the 16th November last, directing me to recommend you places, where, if Roads were opened, the Lands abutting thereon, would be likely to be soon settled;—

There are several extensive tracts of good Land in this County, if through which Roads were opened, would soon be settled upon ; and I believe that it is for want of Roads that they have not been settled upon before this time. However the people in this County do not seem to be much inclined to settle upon new Lands (witness the few Sales of Crown Lands which has taken place in this County for the last two years,) and where they have settled, they do not improve very fast.

The extensive trade in Cedar Shingles which is carried on at Saint Stephen's and Calais, has very much injured the settlement of the surrounding country. The Merchants and Traders there encourage the Settlers to manufacture these Shingles, for which they generally pay them in goods and provisions ; this is apparently an advantage to the Settler, as it would seem to be an easy means of providing provisions for the first year, but in the end it is ruinous to his farming interests, as the Merchant generally manages to get the Settler into his debt so that he (the Settler,) is obliged to continue the manufacture, to keep his credit good, even at times when he ought to be either sowing, or securing his crops, and leaving him but very little time to clear and improve his farm.

This Trade has also caused the Crown Lands within 25 or 30 miles of Saint Stephen's, to be all pillaged of the very fine Cedar Timber it contained, thereby rendering it of much less value when purchased for actual settlement.

There is one tract of Land which I wish particularly to bring under your notice ; it is situated to the north and west of Canoose River, and is bounded on the north and west by the River Saint Croix ; it contains a large quantity of good Land enough to form a Parish of itself. There is a new Settlement on the Canoose River on the continuation of the Oak Hill Road, and a Bridge was built over the Stream at this place last Summer, and should this Road be continued on northerly along the east side of Captain Spearman's grant, and then in nearly a direct line to the little Falls on the Saint Croix River, below Porter's Meadows, where a Bridge could be constructed at a small expense across the River, it would in that distance pass through large tracts of good Land, and all the travelling from Saint Stephen and Calais to the Great Lakes, and to the Settlements on the American Townships on the opposite side of the River, would pass along it ; it would be a complete thoroughfare. And after it would be opened, then branch Roads to the good Land east and west of it could be made, and a connection made with the Woodstock Road ; then the whole tract would be settled.

The distance of the proposed Road from the new Bridge over Canoose, to the Little Falls, is about $10\frac{1}{2}$ miles, with no Bridges excepting across Rills.

Estimate of Construction.

| | | | |
|--|-------|---|---|
| Exploration to be thoroughly done would cost about, | £20 | 0 | 0 |
| Clearing, grubbing and levelling, 18 feet wide, ($10\frac{1}{2}$ miles) | | | |
| 3,360 rods @ 3s. | 504 | 0 | 0 |
| Commission at 5 per cent. on £504, | 25 | 4 | 0 |
| | <hr/> | | |
| Total, | £549 | 4 | 0 |

I do not make any estimate of the cost of the proposed Bridge over the Saint Croix, at the Little Falls, as I imagine it would be built by the subscriptions of the people on the English and American sides of the River, for their own accommodation, and also of the lumberers whom it would accommodate.

* * *

There are two tracts of Land on the east and west sides of the Woodstock Road, which was formerly laid out for the Highland Society, to which I would

recommend Roads being made. In that, on the east side, there two persons already settled, (R. King and F. Kain) who have a Road partly opened on the south lines of lots D and 20, in block H. If this Road, which is about $1\frac{1}{2}$ miles long, was made, and from the front of No. 30, in the same block, a Road be extended up northerly, parallel with the Woodstock Road, it would pass through some excellent Land. To clear and grub it, would cost about 2s. 6d. per rod. It might be extended northerly three or four miles.

The tract on the west side of the Woodstock Road would be intersected by the Reserved Road laid out between the lots surveyed for R. White and Joseph Meredith, to be continued west from the Woodstock Road about two miles; this line has been already run, and lots fronted on it. It would cost about 2s. 6d. per rod.

On the west side of the Digdeguash River, there is now a Road made as far north as the place where this new Road from Saint Stephen to Brockway's crosses that River, and from that place there is a Winter Road on the same side of the River to Walton's meadows. I would beg to recommend that this Road be opened as far as the Connick Dam, a distance of about four miles, as it passes through good farming Land. The cost of clearing, grubbing and levelling would be about 3s. per rod.

There is another tract of good Land lying between the new Road from Saint Andrews to Fredericton and the Settlement on the Flume Ridge, which tract is called "The Little Flume Ridge," through which, if a Road was made, would connect those Settlements, and be a great benefit to both. It would probably cost 2s. 6d. per rod, with a Bridge over a branch of Trout Brook, which would cost about £10. The distance is about three miles.

I do not recommend any of those tracts with any view of surveying them, as the conditions you mention are not very tempting, and I hope you will pardon me for recommending that these Roads should be at first thoroughly explored, not in a flying kind of a manner as is usually done, but with a view to there locations in such places as never afterwards requires to be altered, and one pound spent in this manner, may afterwards save hundreds. That the Roads be then opened, and afterwards the lots be laid out on them, to suit those who would wish to settle; and the money contemplated to be expended in surveys, be laid out in opening the Roads. The Lands would then be more open to inspection, and would thus settle faster than in any other way.

I have, &c.

(Signed)

W. MAHOOD,
Local Deputy, Charlotte County.

Honorable Thomas Baillie, Surveyor General, &c.

JOSEPHUS MOORE'S Report.

Saint David, January 16th, 1849.

STR,—Having observed, by the Journals of the House of Assembly, measures put forward by you, having for their object to facilitate the settlement and improvement of the Province by opening up highways, thereby connecting the different points by the most direct and feasible lines for that purpose,—

I beg to submit, for your consideration, two lines of Road—First, starting from the Woodstock Road, on the east side, near the junction of the Baillie Settlement Road, and about sixteen miles from the Village of Saint Stephens, thence about a north east course, crossing the Digdeguash at Connick's Dam, to the foot of the Magaguadavic Lake, thence connect the Burgundy and Lake George Settlements. This line would pass over as fine a tract of Land, situate in the neighbourhood of upper Trout Brook, and Davis' Brook tributaries, and on the

west side of the Magaguadavic, as our County affords. Perhaps no line in this quarter would afford better Land for settlement than now lies shut up for the want of a Road on and in the neighbourhood of the line above proposed.

The second line I would propose is the extension of the Road leading from the Village of Saint Stephen's, through the Oak Hill Settlement, to the Canoose Stream, where now is a good substantial Bridge, thence extend through the block of Land granted J. M. Spearman, Esquire, to the Little Falls on the River Saint Croix. A bridge at this point would connect with the Settlements on the western side of Chipetnecticook Lake, and the Settlers now in that quarter, (our neighbours of Maine,) would find a market at the least eight miles nearer to travel this line, than the Road they at present travel through their own territory. It is also a fact, that from the Canoose to the Little Falls, also lies a large tract of excellent Land for settlement, and like many other tracts, lies shut up for the want of a highway. I would further remark, that with regard to the distance of the first named line, from the Village of Saint Stephens to the Burgundy and Lake George Settlements, is probably short of sixty five miles, of this sixteen miles is now made. The second through Oak Hill to the Little Falls, is about thirty miles, sixteen of which is now made.

Having had some experience in Road making for a few years, on this point I would beg to state, that I have adopted a new plan, that is, instead of making Turnpike Roads through wilderness Land with the spade, my method is first to extend and open up the whole line by grubbing out about 26 feet wide, Bridge the Streams, overcome the bogs and swamps, leaving the hard ground to be turnpiked, by the process of the plough, first plough and then harrow and level the face of the Road, after which, turnpike, when you have a Road that will settle even without any of those hills and hollows which are sure to make their appearance in a short time on all Roads made with spades through the wilderness; beside the advantage of having a turnpike thus made, you will open up the whole line, making it quite a passable Road, by the first process of grubbing, &c., and also you have one other advantage, which is not least, by this method, you are enabled to judge more correctly of the best points to lead water free from the Road. In my humble opinion, Roads may be opened up on this plan, and eventually turnpiked at a saving of twenty per cent. to the public, when you take into consideration the workmanship and durability compared with the spade Road. If these remarks of your humble servant will any way aid your exertions to promote the public good, will much gratify yours most respectfully,

(Signed)

JOSEPHUS MOORE.

Hon. Thomas Dailie, M. P. P.

P. S.—I expect a heavy falling off of the Revenue, which may retard public improvement—but is there no remedy? I should remark that I met with William Todd, Esq., of Saint Stephen, on the Woodstock Road, he then told me, if the Government would sell him wilderness Land, (not on the Woodstock Road,) he would advance money to complete that Road at once. If the Lands could thus be disposed of, public improvements might yet proceed.

(Signed)

J. M.

Memorandum of Receipts in the Crown Land Office on Account of the Casual Revenue.

| YEAR. | TIMBER. | LAND. | TOTAL. |
|--------------------------|---------------|--------------|----------------|
| 1829 | £9,717 12 11 | £402 15 9 | £10,120 8 8 |
| 1830 | 9,308 6 2 | 2,888 6 7 | 12,196 12 9 |
| 1831 | 8,748 11 8 | 3,907 7 0 | 12,655 18 8 |
| 1832 | 8,646 12 8 | 5,980 12 3 | 14,627 4 11 |
| 1833 | 8,945 14 1 | 9,855 5 8 | 18,800 19 9 |
| 1834 | 15,052 18 1 | 5,858 9 9 | 20,911 7 10 |
| 1835 | 15,293 7 9 | 26,649 10 8 | 41,942 18 5 |
| 1836 | 16,173 18 0 | 30,450 7 6 | 46,624 5 6 |
| 1837 | 10,324 8 3 | 15,515 6 1 | 25,839 14 4 |
| 1838 | 11,993 0 9 | 4,545 3 1 | 16,538 3 10 |
| 1839 | 12,269 0 0 | 3,908 5 7 | 16,177 5 7 |
| 1840 | 18,512 0 0 | 3,414 15 6 | 21,926 15 6 |
| 1841 | 15,753 0 0 | 3,555 10 11 | 19,308 10 11 |
| 1842 | 6,631 0 0 | 1,935 6 10 | 8,566 6 10 |
| 1843 | 14,543 0 0 | 1,925 11 2 | 16,468 11 2 |
| 1844 | 4,613 16 9 | 3,234 3 9 | 7,848 0 6 |
| 1845 | 4,779 13 3 | 7,839 8 1 | 12,619 1 4 |
| 1846 | 6,445 14 7 | 4,545 11 4 | 10,991 5 11 |
| 1847 | 3,585 7 9 | 6,773 17 2 | 10,359 4 11 |
| 1848 | 1,992 8 0 | 2,561 5 7 | 4,553 13 7 |
| TOTAL,... | £203,329 10 8 | £145,747 0 3 | £349,076 10 11 |
| 1829 to 1837, inclusive, | £102,211 9 7 | £101,508 1 3 | £203,719 10 10 |
| 1838 to 1848, inclusive, | £101,118 1 1 | £44,238 19 0 | £145,357 0 1 |

Memorandum of Amounts paid the Province Treasurer on Account of the Casual Revenue since the passing of the Civil List Act.

| | | |
|---|-------|----------------|
| Amount paid the Province Treasurer in | 1838, | £84,437 4 4 |
| Do. do. do. | 1839, | 26,096 12 4 |
| Do. do. do. | 1840, | 24,299 15 4 |
| Do. do. do. | 1841, | 21,974 12 0 |
| Do. do. do. | 1842, | 14,277 15 6 |
| Do. do. do. | 1843, | 21,580 0 0 |
| Do. do. do. | 1844, | 16,726 14 9 |
| Do. do. do. | 1845, | 30,912 9 10 |
| Do. do. do. | 1846, | 30,264 1 0 |
| Do. do. do. | 1847, | 26,053 5 9 |
| | | £296,622 10 10 |
| Deduct amount paid for Civil List 10 years, @ £14,500 a year, | | 145,000 0 0 |
| | | £151,622 10 10 |

| | |
|---|-------------|
| Export Duty on Timber received in 1844, and included above, | £8,856 18 3 |
| Do. do. 1845, do. | 20,129 14 5 |
| Do. do. 1846, do. | 15,646 14 7 |
| Do. do. 1847, do. | 16,553 5 4 |

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