

*Historic Sites.*

of Kent passed over this road from Fort Cumberland to the "Finger Board" and thence to Fredericton in 1799. Parts of it must then have been a mere trail through the woods; thus the part from Anagance to Kennebecasis was not constructed until 1802.

(2) *The Fredericton road (east)*. This left the Westmorland road two and a half miles beyond Hampton ferry, (with later a branch, facilitating travel from Fredericton to Westmorland, from five miles beyond at the "Finger Board," joining near Belleisle Corner), through Belleisle Corner, Scotch settlement, California settlement later with a branch to mouth of Washademoac, across the Washdemoak north of Lewis Cove, to Jemseg ferry, thence across the Jemseg and through Maugerville to St. Marys.

(3) *The St. Andrews road*. This followed the present highway to Lepreau, beyond which it appears to have run between the present back and coast roads, the present back road having been laid out by Campbell in 1803. From St. George to St. Andrews it followed the present route.

(4) *The Fredericton and St. Andrews road*. It ran through New Maryland to Tracy thence to Piskahegan, Pleasant Ridge, Rolling Dam, Waweig and by the river road to St. Andrews. (In 1806 the road had been constructed from St. Stephen to Oak Point, whence a ferry crossed to connect with the St. Andrews road).

(5) *The Quaco road* appears to have followed the roads nearest, the present St. Martins and Upham railway.

(6) *The Western road to Fredericton*, followed approximately the present river road.

(7) *The Canada road* left Fredericton, followed the west bank to Burgolins ferry, crossed to the east bank which it followed to Bull's Creek, when it recrossed to the west bank, which it followed all the way to Madawaska, where it crossed the St. John and ascended the Madawaska along the western bank of that river by the present road.