

of the periodical melting of the snow; and at the mounds raised to repel the Salt-Water, then serve the opposite purpose of retaining the Freshes, whereby those invaluable Lands, level as the Sea, are overflowed to great extent, to the prejudice of private property as well as of the Public communication, which on such occasions becomes totally impassable except by way of *Au-Lac*. This route is shorter, and would be preferable to the other, but for the Ferry and the insurmountable obstruction of the drifting Ice, of which however (I believe) it is always clear at such times as the former cannot be travelled. The latter therefore requires some attention (as per estimate) in order that the one or the other may always be open for the Public accommodation.

It having been the opinion that the Road in that district might be considerably shortened, I measured by actual Survey from the Village of *Tintamar* to the uppermost Settlement, where it will necessarily cross the *Memramcook*; by which I found that a saving of six miles might be obtained; but this does not seem to be sufficient inducement to lead the Road so far from the vicinity of Inhabitants, especially as the impediment above mentioned, occasionally renders the Ferry of *Au-Lac* unavoidable. I thought it my duty however to submit the circumstances for the consideration of the Legislature.

The rapid influx and reflux of the amazing tides in the *Memramcook*, although the native stream is but small, give it the effect, as well as the appearance of a more considerable River; which is common to all the streams emptying into that Branch of the Bay of Fundy. Those streams meander in the most amusive forms, through extensive flats of fertile Dyk'd Marsh-Land, the accumulated effect of the tides for ages; and as the great Road encompasses the exterior sweep of the Bay at some distance to the N. E. it is intersected by those streams, which is the occasion of much interruption to the communication in all that district: They are all bridged, the *Memramcook* excepted, although of a most wretched construction however. A Bridge is also entirely necessary on this stream; but by reason of the rapidity of the tides, and the irresistible effect of the drifting Ice, it cannot be erected with any regard to economy, lower than the uppermost settlements as per plan No. 1, and hence resulted the alteration of the Road, as per plan No. 2.

The Road continues from thence N. N. W. upward around the Bend (so called) of the *Petitcodiac* and W. S. W. along the northerly side of that River, to the Conflux of the Pawlet and the North-Branch, where it will necessarily cross the latter to the southward. I took the dimensions of the stream and made the projection for a Bridge accordingly, as per plan No. 3. Beyond the influence of the tide, the *Petitcodiac* flows rapid, in a low bottom of Intervale Land, alternately sweeping on either margin the uplands, which no where approach the banks of the stream on the opposite sides; it being invariably low Land subject to be overflowed on the one side, where it is high on the other, and renders an eligible situation for a Bridge not to be found in twelve miles from the head of the tide upward. That position, is in all respects the most suitable of any on that River.

The Branch of the *Petitcodiac* above mentioned comes from the westward about eight miles, and is there joined from the W. S. W. by the *Annagance*; the which, and *Salmon* River flow in the opposite directions within a mile and a half of each other, where an Indian Portage has long been established. This was formerly the route of communication between Fort *Beausejour* and the *Acadian* settlements on the River *Saint John*, and continued afterwards in the same tract. It was from the influence of this circumstance
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