

ny on easy terms. These are the only means I can at present think of, for removing the above named obstacles to the profit of the Company. How far the two latter would be expedient or just, I leave it to wiser heads than mine to determine; but it will fully inform the good people of England, how desperate must be the disease, which can conjure up the suggestion of such desperate remedies, and hold up to scorn and detestation the parties, who by their bewildering projects, and the scandalous abuse of their power, have reduced this fine Province to so distempered a condition, as scarcely to admit of cure.

It should be observed that as far as the reserves are situated in such concessions of *settled* Townships (not populous townships, as Doctor Strachan calls them, for it is quite absurd to talk of populous townships in Upper Canada) as have roads already passing through them, their being interspersed among cultivated farms is a great addition to their value. But this is the case only with a few of the Reserves; for even in the old settled townships, it rarely occurs, that roads are opened past the third concession, all beyond being in a state of nature, except, that most of the valuable timber has been culled out. It may perhaps be necessary to explain what a *concession* means. It is that range of farms which extends from East to West through the whole length of a Township. In the old Townships the farms were laid out in what are called lots, being 105 chains or seven furlongs deep and nineteen chains or two furlongs wide, which give 200 Acres. The first range from the South, is called the first concession, that immediately behind it the second concession, and so on. Between the concessions there are roads called concession roads, (that is, marked on the maps, few are yet opened) sixty-six feet wide, which at intervals are intersected by roads running through the concessions, called

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