

Government, the advantages that would attend the connecting, by a road, the large tracts of excellent upland and intervale 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 4,000 acres of upland of the best quality, extending from the grant to Carmody to the north-west angle of the reserve to R. Payne, 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 60*l.* 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 80 feet of bridges. This line could be completed for 40*l.* per mile. These roads need not be turnpiked more than 12 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, 90 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.*

Honourable Thomas Baillic, Surveyor-general,
&c. &c. &c.

CHARLOTTE COUNTY.—Deputy *Wm. Mahood's* Report.

Sir,

St. Andrew's, 18 December 1848.

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 St. 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 St. 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.