

the land on this side and that on the South side. There is only one comfortable farmer on this side (Donald Gillis). The moiety towards the river is hilly, stoney and otherwise very inferior. The settlers say they cannot raise wheat on it, and the hay crop is surprisingly small. Another road runs parallel with the stream through this section. The schoolhouse is fairly located; it is near the mill, almost between the Eastern extremities of the two roads referred to, on the line of Lots 66 and 51.

The farms on Sparrow's Road Settlement are nearly all cleared of every kind of timber, but the settlers are not thriving—only a few comfortable families in the section. Tillage system very inferior, and manure making, if possible, worse. Every facility is afforded for making composts, from the quantity of fine mud accessible. Houses very comfortless, and yet some of the land is superior in quality. The road through the Settlement has lately been straightened in part, but it is in a miserable condition.

Summerville, on the Georgetown Road, is a flourishing Settlement. The people are mostly comfortable and very industrious, to my knowledge, but I have my doubts as to the successful application of their labor. Not one of them owns, or appears to know how to make a compost heap, although the materials are at hand on almost every farm. The repeated failure of their turnip crops argues strongly on this point.

At the distance of about $1\frac{1}{2}$ mile from Summerville, the Settlement of Elliot Vale commences. The road runs through the farms. They are about a mile long, each: that is the width of the Lot. Most of the land is inferior. Only a few of the farmers in this section are comfortable; their system is very bad. Markets resorted to are Mt. Stewart, Montague, Cardigan and Georgetown.

LOT 67.—JOHN McLEOD.

This Lot is wholly inland, and contains no land incapable of the the highest cultivation. The soil is naturally productive, yielding all kinds of agricultural produce. Strathalbyn, in the centre of the Island, is the largest and most populous Settlement, and comprises the southern part of the Township. It is situated halfway between Charlottetown and Summerside, which are its best markets. The surplus pro-

duce raised here is considerable, and lumber of a most excellent quality abounds. The greatest obstacles in the way of improvement arise from its distance from shipping places, and the want of access to lime and shell manure. The facilities anticipated from a railroad are largely in demand here, and in no part is the question more favorably entertained by the people than in Strathalbyn.

Malpeque Road comprises the northern part of the Lot, and is more accessible to the facilities above referred to, as may be seen by referring to the annexed columns, being within a short distance of New London and Mill River. Several on this road appeared unwilling to give a full return of the statistics, owing to an erroneous impression that the end in view was to impose a tax to meet the expenditure of the railroad; and many were alarmed that the line would cross their lands, which they regarded as a nuisance rather than an accommodation.

Braidalbane and Junction Roads, chiefly in the centre of the Lot, are, to some extent, recently settled. The people—many of whom are late immigrants from Scotland—are characterized by sobriety, perseverance and industry. The Township abounds with springs, and is generally well watered.

GEORGETOWN AND ROYALTY.—NEIL MATHESON.

The harbor of Georgetown is pronounced, by competent judges, to be the best on the Island, and capable of receiving the largest vessels afloat, and is open for navigation the greater part of the year. Principal business is in ship-building and the export of country produce. It has also an extensive and growing trade with American fishermen, and if it only had the water accommodations to which its natural advantages entitle it, it would not only give an impetus to the trade of the Town but benefit the Eastern part of the Island in general. It wants proper steam communication with the United States, to warrant parties in building establishments for inspecting, packing, and re-shipping fish, to accommodate American fishermen properly. Also, bi-weekly or tri weekly steam communication with the neighboring Dominion, to enable its merchants to compete with other parts of the Island.

Charlottetown and Royalty.—No remarks.