

NEW BRUNSWICK.

Deputy *C. J. Peters*' Report.

Sir,

Chatham, 13 December 1848.

IN reply to your circular of the 16th ultimo, I beg to state, that I agree with you in the importance of attention being paid to agriculture in the present depressed state of business of all kinds in this province. I also agree that the system of each person being allowed to select his land without reference to any general plan or system by which the country at large would be benefited, and cause the roads to be laid out to the best advantage, both as to the best ground for making them, and also going through the best country for settlement, and at the same time fronting as many lots as possible on said roads, instead of having to make roads as at present in many cases where there are but three or four settlers, which takes more money out of the public chest than the purchase of their lands brings into it.

There can be no doubt, that by opening connecting roads, passing from one settlement to another, and also through good land for settlement, you add to the prosperity of the country, and induce people to go back and settle, knowing that they have, or may depend on having, a good road to their places.

The best way, in my opinion, this could be done, would be to explore and mark out the best lines of road that can be found from one settlement to another (as was the case last year, from Dixon's Ferry to Curry's at Bartibog, where the whole of the good land that was vacant, was immediately applied for, to front on the road), and through some of the best tracts for settlement that might be approved of, and after making a plan of said road, the deputy to mark out on the plan his idea of the most approved way of laying out the lots, to be submitted to the office for approval there, in case of application for land, or the Government should wish to lay the whole in lots agreeable to that plan, or to any alteration they may think proper to make, this would remedy the present evil, and enable you to have the lots laid off as regular as the nature of the land would permit. There are large tracts in this as in all other counties, that it would be useless to lay out lots on, and in some cases the road must cross them; but by picking the best lines, most of the lots would have some good land.

The plan I should recommend, if it could be carried into effect, would soon open and settle large tracts in this quarter, which I do not think, from the great scarcity of money and means of getting it amongst the middling and poorer classes that would wish to settle, can do so without something of the kind being done; viz. instead of insisting upon the applicant paying for a lot he may want, in money, at 12*l.* down, or 15*l.* by instalments, and afterwards calling on the province to make roads for him, let the lot be sold at public auction to the person that will make the greatest number of rods of good turnpike-road 23 feet wide, and not less than 80 rods for each 100 acres, except when there is any heavy bridge to be made in such place as shall be pointed out at time of sale. This you would get hundreds to do, when they could not pay two pounds in cash. The same distance of road, if made by the Commissioners of Bye or Great Roads, would cost not less than 20*l.* for 80 rods. This would open the country for settlement without having to draw any money out of the public chest, and enable those that have money to buy for money when there is good roads, and those that have not money to pay for their land by labour, and pay for their grant, instead of paying one instalment, as many now do with difficulty, and allow the remainder to stand with the interest accumulating on them yearly, and others from want of means to pay one instalment, settle without paying anything, and are better off than those that pay, as they have no interest to pay.

The road I should recommend to be explored in the first place, would be the continuation of the road through the Wilfield Settlement, crossing Black River below the mouth of Vondy's Brook, and to extend to the upper settler on Barnabie's River, a distance of about six miles from where the road is passable in summer; there would be but one bridge of any note across Black River from this road. Roads could be laid off, in several directions, through fine land for settlement, say between Barnabie's River and the Bay du Vin River, near the mouth of Big Hole Brook, and from thence to the Richibucto Road, also to extend up the several branches of Barnabie's River, and to the fine tract of land on Sabbie's River called the Dundan Ridge; the East Branch of Barnabie's River has great advantages for settlers, having large and fine intervals, in addition to its fine uplands.

* * * * *

I am, &c.

(signed) *Charles J. Peters.*

The Honourable Thos. Baillie, Surveyor-general,
Fredericton.

Deputy *Price*'s Report.

Sir,

Ludlow, 20 December 1848.

IN pursuance of the suggestions contained in your circular of the 16th November last, I proceeded to explore, in a summary manner, such ungranted lands in this part of the county of Northumberland, as appeared to me to afford the greatest facilities for successful settlement, should any suitable measures be adopted by the Legislature to make them at once available for that purpose; and beg now to recommend to the consideration of the Government,