

NEW BRUNSWICK.

SUNBURY COUNTY.—Deputy C. L. Hatheway's Report.

Sir,

Maugerville, 5 November 1848.

I HAVE the honour to acknowledge the receipt of your Honour's circular of the 16th November last, requiring information and recommendations of the best probable method of settling the ungranted lands for agricultural purposes.

Having been employed in surveying and exploring the forest to a considerable extent for the last 39 years, and having from early life taken much interest in an improved system of agriculture, I have witnessed with much regret the effect of that bad system, which you, by experience, have found so objectionable.

I shall endeavour to confine my recommendations to such as may be advantageously attended to for the future agricultural interest of the country, consistently with its ordinary means.

As the most of the surveys have been made along streams which were only navigable for timber driving, and the lots laid out in a hasty manner to save expense, surveyors have generally had but a limited means of acquiring a knowledge of the interior, or of the exact distance from one settlement to the other, which is best ascertained by the condensed plans in the Surveyor-general's office.

Roads through good land will certainly facilitate the settlement of the country; but I have observed along some of the great roads barren land has been settled, merely because there was a good road to it, and afterwards abandoned on account of its sterility.

The road from the mouth of Nashwalk to Little River, is settled on the rear of the lots of the old grant, and some are settled on lots more recently surveyed, while there is much better land for settlement on the third tier of lots back from the road. From this settlement, I would recommend a road to be opened to the Peoniack Settlement, distant probably about four miles: from the Penniack to Little River, distant, probably about 11 miles, ending at or near the Smith Settlement at Hungry Brook, and nearly parallel to the present great road; and to intersect this road, I would recommend one from the mills on Little River to Bear Brook, probably about nine miles, and ultimately to extend to the Fork Stream, between which and Bear Brook, is an excellent tract of land for agricultural purposes.

Along these roads, I would recommend laying out lots of 100 acres each, 20 chains in width, with frequent roads along their lines, where a second tier of lots may be desirable.

If one or all of these roads were opened, these lots would be purchased by industrious labourers, who would earn the means of purchasing the land by labour on the roads.

Having seen so much greater evil arise from crooked roads than straight ones, I would recommend all roads in the interior to be laid out, either parallel, or at right angles to other roads, and on straight lines, only to be departed from through extreme necessity.

The roads here recommended, would be through land generally very level, not intersected with large streams requiring expensive bridges, and pass through many good tracts of land for agricultural purposes, which, with its proximity to Fredericton, and other local advantages, surrounded on three sides by mills and manufacturing establishments, and no part of it more than 10 miles from an old settlement, affords a field for improvement seldom equalled in other parts of the province.

A road opened from the north-west branch of Oromocto River to the Cork Settlement, would be of great benefit to both settlements, by opening a communication between them through much good land fit for cultivation. It has proved a great drawback on the benefit of emigration to this province, that most of the capitalists among the emigrants, if they were only able to purchase a pedlar's pack, have preferred speculation to agriculture, and while the farmers could only afford 2*l.* per month, the lumberers would give 4*l.* to migratory labourers, thus sending the specie out of the province, and fixing the rate of wages far above its real value.

I think it might be useful in each new settlement, to give a good tract of land for a large farm to individuals who should receive a grant, gratis, upon condition of making certain specified improvements in a given time.

Such a system might encourage capitalists to undertake, and would have a salutary influence in any settlement. The wages earned in cultivating such a farm, would be expended in purchasing small farms in its vicinity, and the settlements increased, schools and public establishments would increase, affording contentment, and encouraging enterprise.

But unless roads are opened there will be no schools, and if no schools, a discouraged peasantry will desert their locations, or otherwise, deserted by their posterity as soon as they are able to leave an unpromising home, they will be left in poverty, a tax on their neighbours.

I find in all our new settlements, they require first encouragement, next instruction in agriculture, and then prosperity invariably succeeds.

The former method of granting a location ticket has proved a bad one. In addition to the ordinary disappointment of a new settler, the consciousness of his still being in debt for his land is a great tax on his comfort, and has frequently induced him to abandon his location.

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