

Road in a more direct line between these two places, and the distance compared with the *Temiscouata* route rendered nearly one third shorter; perhaps from L'Islet as the point of departure to the St. John's, and thence in the nearest direction towards Frederickton—But at this moment there are strong reasons which induce me to think that the shortest and only practicable route from Quebec to Frederickton for several years to come, must inevitably be that of the *Temiscouata* Portage Road.—1st, because the Country from the St. Lawrence to the southern boundary of the Province in the direction of a new communication is yet in a state of perfect wilderness, and it would be in vain to attempt the opening of a Road through such an extensive tract of Country but little known, and how much thereof is practicable for settlements being still unknown.—And 2ndly. because no final decision on the subject of the boundary line between this Province and the United States, under the 5th Article of the Treaty of Ghent has been given.

Q. What is the course of the river St. John from Lake *Temiscouata* to the Bay of Funday, what is the general description of the water communication, and how far is it navigable and by what sort of crafts—and what are the obstructions by rapids, falls or otherwise?

A. The general course is about south east, and the distance down, by the rivers Madawaska and St. John to the Bay of Funday is about three hundred miles, the average breadth of the Madawaska is from five to ten chains, and that of the St. John from ten to twenty chains, until it widens considerably below *Presqu'Isle*. The waters rise considerably in the Fall and Spring of the year in both rivers.—The current is in some places very rapid, at others gentle—both are navigable for canoes and flat boats with the exception of those places or parts of the river obstructed by Falls or Rapids, at which places there are short portages, the principal are the Great Falls of 75 feet high, and the Little Falls near the confluence of the two rivers—as to Rapids there is one a little below the forks—from thence to the Great Falls the navigation is easy and fit for steam-boats, and so is the Madawaska above the Little Falls to Lake *Temiscouata*—then again from the Green River below the falls of the St. John, there are a few interruptions by Rapids—but of no great consequence—to *Presqu'Isle*; from *Presqu'Isle* to Frederickton, long intervals are to be found where steam-boats may ply down to Frederickton where vessels of 50 to 100 tons come up from the sea—The importance of this water communication is not sufficiently appreciated, and it may ultimately be found, that a Steam-Boat navigation may be