

winding Valley of *Hammond River*. A Bridge competent to resist the violent torrents liable to such situation, in winter especially, would be very expensive. It has a good Fording place however, from whence the Road is continued about three miles along the Northerly side of the stream, and thence, six miles to *Kenebecasis Ferry*, where that River is about fifty yards in width. It is two miles and a half further on the Northerly side of the River, to the Fork of the Roads leading to *Frederickton* and *Westmorland*, making in the whole twenty-five miles and a half from *Saint John*, and appears to merit a particular consideration, as being the stem, of all the Branches of communication connecting the greater part of the Province to the Sea-Port: But the sum stated in the Estimate for that district, although in just proportion, is more in conformity to the circumstances of an infant Colony, than as being adequate to the construction and repair of the only Land communication of a growing prosperous City. This part of the Public Road, in common with all the Roads in the Province, has been hitherto much neglected; and I observed with regret, that Gates were erected, and in one place even a Fence was laid across the Highway. These obstructions may soon become universal, as there are many situations in this Province that have equal claims to the same indulgence.

From the Fork of the Roads above mentioned, the best route to *Frederickton* was stated in the Report I had the honor of presenting last year on the occasion. The necessary expences are now included in the Estimate, so as to open a communication from the City of *Saint John* to the Conflux of the Waters of the *Grand Lake* with the River *Saint John* at *Jemseg*.— From thence upward the left Bank being closely Inhabited, may serve for the present as the Public Road; but that side of the River is low Intervale Land, periodically overflowed to great extent, which is impossible in thirty miles to be avoided. The right side however, is dry gravelly upland of moderate declivity, and although indented in some places by Creeks and low Land, it is the most suitable for a good Road.

The best general route of communication being once adopted and made passable, should be continued in the same tract in all seasons. The one now recommended would be safer, easier kept open, and far less subject to interruption than the present Winter Road between *Saint John* and *Frederickton*; which would appear to be more suitable, for the occasional pathways of the native Inhabitants, than for the intercourse of an industrious intelligent people. The Rivers, and the Lakes, should be left for the purposes intended by nature, whilst every endeavor is made for the establishment of an easy permanent Land communication, avoiding as much as practicable the delays and the accidents of Water and of Ice. And although this cannot immediately be effected, it might be encouraged progressively, and would tend more to complete the undertaking, than any Public aid that can be given by this Province therefor.

Every effort will be in vain however unless some way is found for calling forth the statute labour more effectually than has been hitherto practised. The want of good Roads at this day in the Province as far as settlements extend, does not seem to be owing to the want of ability.

In the County of *York* for instance, the average population in Nineteen Years has not been less than eight hundred men to make Roads, and if each had yearly performed but four rods (66 feet) all the requisite Highways, even allowing one hundred and thirty miles in that County, would have been made six Years ago: Instead of which, ten miles of Road fit for any kind of wheel carriage is no where to be found either there or in the rest of the Province, with the exception of the left Bank of the River *Saint John* in *Sunbury*, where nature however had chiefly performed the task. The