

sandy soil—if there is much hemlock it is cold, stony, and not to be desired for farming purposes. The general character of the country is hilly, and the greater portion of it is suitable for settlement; some of the lots, when the townships are surveyed, will be found to be exceedingly rich, black loamy land. The price of government land per acre is “70cts. cash, or \$1, one-fifth down, the rest in four equal annual instalments.” The average price of land which private individuals might offer, may be set down at \$3 per acre.

3. It has been mentioned before that these two townships are not yet surveyed, but from those settlers who have taken up grant lots, some would be inclined to sell out; some of those farms have tolerably good buildings, and from five acres to thirty cleared. The free grants are supposed to be one hundred acres each lot; the prices might range from \$1 to \$15 per acre. Only a few farmers might be said to possess really good houses or farm buildings, as this settlement is only yet in its infancy; but generally speaking, the farm buildings are in proportion to the extent of the clearances.

As to the result of my observations as to the success of settlements made by immigrants or colonists, many families have settled here during the last six years, who [when they first came in, had literally nothing,] have now good clearances, with houses, stables and barns, a yoke of valuable oxen and from ten to twenty head of cattle, with, perhaps, a few sheep and hogs, and have no debts—either to private individuals or the government—for instalments on their land; many, therefore, have done well, and may be placed among the valuable yeomanry of the province. On the other hand, as in all other new countries, parties have settled who have not selected a lot of land suitable for farming purposes,—others, again, have not the requisite habits or judgment to succeed here or in any other place; these, it is unnecessary to say, injure the reputation of a new country by attaching the cause of their failure to the locality, when it is due only to their own mismanagement.

The obstacles to be encountered may be traced—I say it with all due deference and respect—to the total supineness and indifference manifested to the interests of the settlers by the Crown Lands Department. I have in no case ever known any application or any communication, no matter how directly it may bear upon or tend to the immediate good of the settlers, receive the most remote attention, either made to the department directly or through their agent. Ordinary business attention and promptness would in no way be derogatory to the honor of their high position. To my own knowledge, gentlemen of considerable wealth have wished to make large improvements, erect mills, and actually improve the roads, but their propositions have never received any attention whatever. The system acted upon has been that of retarding the progress of the country.

A source of discontent is, that the deed or patent has been withheld for six and seven years from settlers who have long since performed the requirements, when the express condition of the government was, that the deeds should be granted in four years. This, in itself, has a discouraging effect upon the settlers, causes the transfer of land to be more difficult and less advantageous, and hinders that feeling of solidity which a community naturally feels when their homesteads are perfectly free to themselves.

But the paramount obstacle to be encountered by the settler is the condition of the *Hastings Road*. It seems to have been ordered by government, in the first instance, to make the road in a line as direct as possible; this instruction was followed in too literal a manner, as it was carried over precipices, up the ascent of which it was almost impossible for a team to draw an empty waggon. It was found necessary afterwards to make some improvements, but the road has since become so worn by traffic and the action of water-courses, that it is a difficult matter to hire any one who will venture a team on the road. It follows, that the cost of carriage is so great that the settlers have to pay one hundred per cent. over the first cost of provisions, agricultural implements and other heavy goods drawn in from the front townships, except during the winter season, when the transit is easier. This great cost of necessaries weighs heavily on the new settler who has no provision of his own, and the demand is such, that what the older settlers have to dispose of is quickly consumed. It also works against the settlers in another and not less disadvantageous manner: that of taking their own produce to the mill or to the market; I will instance the article of pot-ash. The two townships under consideration, with a small addition to the number of settlers, would supply annually one thousand barrels of that valuable article of commerce; the large tracts of hard wood being of the best description for the manufacture; this, delivered in *Montreal*, would reach the value of more than \$30,000.