

recommend Roads being made. In that, on the east side, there two persons already settled, (R. King and F. Kain) who have a Road partly opened on the south lines of lots D and 20, in block H. If this Road, which is about $1\frac{1}{4}$ miles long, was made, and from the front of No. 30, in the same block, a Road be extended up northerly, parallel with the Woodstock Road, it would pass through some excellent Land. To clear and grub it, would cost about 2s. 6d. per rod. It might be extended northerly three or four miles.

The tract on the west side of the Woodstock Road would be intersected by the Reserved Road laid out between the lots surveyed for R. White and Joseph Meredith, to be continued west from the Woodstock Road about two miles; this line has been already run, and lots fronted on it. It would cost about 2s. 6d. per rod.

On the west side of the Digdeguash River, there is now a Road made as far north as the place where this new Road from Saint Stephen to Brockway's crosses that River, and from that place there is a Winter Road on the same side of the River to Walton's meadows. I would beg to recommend that this Road be opened as far as the Connick Dam, a distance of about four miles, as it passes through good farming Land. The cost of clearing, grubbing and levelling would be about 3s. per rod.

There is another tract of good Land lying between the new Road from Saint Andrews to Fredericton and the Settlement on the Flume Ridge, which tract is called "The Little Flume Ridge," through which, if a Road was made, would connect those Settlements, and be a great benefit to both. It would probably cost 2s. 6d. per rod, with a Bridge over a branch of Trout Brook, which would cost about £10. The distance is about three miles.

I do not recommend any of those tracts with any view of surveying them, as the conditions you mention are not very tempting, and I hope you will pardon me for recommending that these Roads should be at first thoroughly explored, not in a flying kind of a manner as is usually done, but with a view to there locations in such places as never afterwards requires to be altered, and one pound spent in this manner, may afterwards save hundreds. That the Roads be then opened, and afterwards the lots be laid out on them, to suit those who would wish to settle; and the money contemplated to be expended in surveys, be laid out in opening the Roads. The Lands would then be more open to inspection, and would thus settle faster than in any other way.

I have, &c.

(Signed)

W. MAHOOD,
Local Deputy, Charlotte County.

Honorable Thomas Baillie, Surveyor General, &c.

JOSEPHUS MOORE'S Report.

Saint David, January 16th, 1849.

SIR,—Having observed, by the Journals of the House of Assembly, measures put forward by you, having for their object to facilitate the settlement and improvement of the Province by opening up highways, thereby connecting the different points by the most direct and feasible lines for that purpose,—

I beg to submit, for your consideration, two lines of Road—First, starting from the Woodstock Road, on the east side, near the junction of the Baillie Settlement Road, and about sixteen miles from the Village of Saint Stephens, thence about a north east course, crossing the Digdeguash at Connick's Dam, to the foot of the Magaguadavic Lake, thence connect the Burgundy and Lake George Settlements. This line would pass over as fine a tract of Land, situate in the neighbourhood of upper Trout Brook, and Davis' Brook tributaries, and on the