

I had a good opportunity of observing an instance of the prevalence of a liberal spirit in that County on this occasion.

The Road now recommended to be made, commences at the Portage near *Utopia* Lake, proceeding easterly on a range of good upland (one small barren excepted) about eight miles where it descends into low Spruce Land, and crosses the North Branch of the *Oquilogan*, a small rapid stream running about s. e. thence on even gravelly Spruce Land near two miles to a still shallow rivulet, a Branch of the *Manasat* or New-River; and from thence on a flat of wet Spruce Land and Barrens about three miles to a Cataract of the main Branch of that stream, where a Bridge as per plan No. 6, may be securely laid. From thence to *La Proue* River it is two miles and a half, and the Ground is more elevated and broken, intermixed however with Barrens and wet Land. This stream may also be crossed at a Cataract, in a good situation for a Bridge. The same kind of Land continues about six miles further to the Westerly Branch of *Musquash* River at the second Falls, where it may be easily bridged. And from thence it is about two miles to the settlements and the Easterly Branch of that stream, where it is one hundred and fifty feet in width, at the best position for a Bridge, which the Inhabitants have offered to build for 50l.

With the foregoing, should be included the expence of a settlement midway between the *Manasat* and *La Proue* Rivers, in a very eligible situation; where, if a House was built, and ten Acres of Meadow-Land cleared, it would readily procure an Inhabitant, and essentially contribute to the comfort and security of communication in an inhospitable desert; for which purpose the sum of *fifty pounds* would be well bestowed.

To facilitate Land communication is an important object in every civilized Country, and is the more necessary where conveyance by water, is liable to many peculiar obstructions. The want of an easy, certain intercourse, has assuredly been prejudicial to the detached districts of this new Country; especially the County of *Charlotte*, which is far insulated by wilderness, although it is not inferior to any whatever in value or importance. A Road is therefore indispensable, to connect the prosperous settlements of that County together, and to the rest of the Province for the purposes of Agriculture and Commerce; and as a regular conveyance by post is now established from *New-York* (the focus of European intelligence in America) to the Western shore of the *Scoodiac* opposite to *Saint Andrews*, a Road from thence to *Saint John* would expedite the conveyance of Letters, &c. and we should then perhaps not be the last to hear from the Mother Country and the rest of Europe. A good Road constructed along this coast, would lessen the loss often resulting to Seamen and Merchants from contrary winds in the *Bay of Fundy*, and it might serve to mitigate the fatal disasters attendant on Shipwreck on that shore. In short the Public utility of it requires no illustration, and is only to be lamented that it should have been left undone; but had better remain so however than to be made only by halves. Of this, the old Road is proof in point.

Having as above stated, thus far effected the object of His *Excellency's* instructions, I returned to *Saint John* and proceeded to view the communication leading inland from that City. That Road has been laid (unavoidably I believe) on very uneven Ground, where, a succession of small abrupt eminences, will require to be considerably further cut down. No more of it than five miles is in any degree of repair. In fourteen miles from the City, the Road necessarily crosses a considerable stream running rapid and wide from the e. n. e. through low Intervale Land, which is occasionally overflowed to the base of the high Mountains skirting on either side, the deep,