

ALBERT COUNTY.—Deputy *Stiles*' Report.

Sir,

Hopewell, 8 December 1849.

IN conformity with your honour's commands respecting a circular dated the 16th day of November, 1848—

There is no part of the county of Albert where a road would be of more importance than from the Shepody Road, to commence near where the road from Salmon River comes into the Shepody Road, and extending north to Coverdale River, a distance of about five or six miles, as the land is very level, and of an excellent quality for settling, and it would open a short and convenient communication for all the settlers in the parish of Elgin to the County Buildings, and also to the Shepody River and Salmon River, where it is navigable for vessels all seasons in the year. There would be no bridges of any consequence, or very little swampy land, and the road might be made on a north line till it comes near the banks of the Coverdale, and the lots laid out east and west; and I am of an opinion that this road might be made for about 100*L*. And if once opened, it would be immediately settled, and would be of more benefit than all that contemplated line of road from the Ferry Point to the Mechanics' Settlement. And as the road from Hopewell to Hammond River runs so near the heads of the streams leading from the bay shore to clear the vaults, that there is nothing to prevent running a number of roads back on a north line to the Coverdale River, through a large level tract of land, and the best land for settling in the county; and if roads were once opened through this tract, I think it would be immediately settled, as the land to the north of the road leading from Hopewell to Hammond River, near the Coverdale River, is far superior to the land on that road; and if laid out with roads running north and south, would be quite convenient to harbours on the bay shore, and would connect the parish of Elgin to Harvey and Hopewell, and shorten the distance about 40 miles from the road now travelled, round by Hillsborough.

The opening of a road from Point Wolf, down the bay shore, to connect with the road leading up the bay from Quaco, would open a road to the harbours, and then by extending roads north between the streams, would open roads through a large tract of wilderness land, which, I think, would be shortly settled, as your Honour will see, by the land on the bay shore from Roshea to Point Wolf, as fast as the road is made down the shore, it is immediately settled, as a great part of the land is of good quality for settling.

The old system of laying out roads is for a few settlers to go into the wilderness, and take up their land, and then mark out a road to the nearest settlement they can get, and then call upon the Commissioners to establish the same, without any reference of opening roads for other settlers, when, if the roads were properly laid out by the system proposed by your Honour, it would open roads for other settlers, and prevent the great waste in expending the public money by so many different alterations, as your Honour will see pointed out in my Report on roads in February 1847.

I have, &amp;c.

(signed) *Reuben Stiles*, Local Deputy.

The Hon. Thomas Baillie, Sur.-gen.,  
&c. &c. &c.

CARLETON COUNTY.—Deputy *Harley*'s Report.

Sir,

Grand Falls, 20 December 1848.

IN reply to your circular of the 13th November, I beg to acquaint you, that I have endeavoured to obtain all the information that I possibly could, respecting the new settlements of this locality—

1st Settlement commences about two miles above the Grand Falls, on the easterly side of the River St. John, on the second and third tier of lots.

2d Settlement	-	-	-	-	6 miles above the Grand Falls.
3d Settlement	-	-	-	-	14 miles above the Grand Falls.
4th Settlement	-	-	-	-	20 miles above the Grand Falls.
5th Settlement	-	-	-	-	26 miles above the Grand Falls.
6th Settlement	-	-	-	-	32 miles above the Grand Falls.

From the superior quality of the excellent tract of country lying between the 1st and 4th settlements, I have every reason to believe that the intermediate spaces will be taken up before 12 months. From what I can learn, we shall have the greater part of young Frenchmen (who are now living on the American side), locating themselves on our back settlements.

The intervening rivers between the first and fourth settlement are the Sagasse and Grand River. To bridge Grand River would cost about 200*L*., and Sagasse about 100*L*.; and opening 20 miles of road from the Grand Falls to the fourth settlement, 12 feet wide, from the roots of the trees upwards, would average about 1*s*. 6*d*. per perch, is equal to 480*L*. for 20 miles. It would not be necessary to bridge the above rivers until the lands were settled about three tiers deep.

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