

ABSTRACT OF GENERAL REMARKS.

one-third first quality, and nearly two-thirds second quality. The Township possesses the advantage of good roads,—with the exception of the new settlements. The markets mostly resorted to by the inhabitants are Charlottetown city, Mount Stewart Bridge, and country traders who export to Newfoundland, Nova Scotia and St. Pierre. The Township is upwards of twenty miles distant from Charlottetown, and six to twelve miles from Mount Stewart Bridge.

JOHN JARDINE.

LOT 40.

The settled land here is of good quality generally, but the unsettled wilderness land is mostly swamp, and of a bad quality.

The roads are generally in a very good state, except two or three back roads, viz.: the road at Murrell, called Mallowen road, and the road leading to Macdonald's Saw Mill; the bridges are in a fair condition, except Murrell Bridge—which requires to be built anew—well as one or two other small bridges. The water communication would be good but for the bar at the mouth of St. Peter's harbor; this bar makes it unsafe for vessels to come in or go out, consequently vessels will not come here in the fall; so the market is but a very small one on the bay. This compels farmers to take their surplus produce, some to Grand River and others to Mount Stewart Bridge—a distance of ten to sixteen miles. The people hope for a nearer market when the blackwater at the harbor of St. Peter's is completed.

WILLIAM HAYES.

LOT 41.

The principal part of this Township consists of good land, pretty productive when under good tillage; notwithstanding, I would not class it among the first quality of land on the Island; and although it produces a tolerably fair return of cereal and green crops, it is too sandy and light, and being principally sloping land from ranging heights, much of its productive substratum is, in consequence, carried off—particularly in the spring seasons—to the bays and rivers, rendering it consequently but very inefficient for the production of hay or pasturage, as may be seen by the accompanying return; a considerable portion of it—probably one-sixth—is irremediable, being what is commonly called red spruce swamps.

The roads through the Township will compare favorably with the roads generally throughout the Island. In respect to water communication, the harbor of St. Peter's was never a good one, and is now become worse than ever; so much so, that the inhabitants have almost abandoned the shipment of their surplus produce, particularly in the fall of the year, by water, and have, therefore, no alternative for its disposal but to resort to a market in Charlottetown—a distance of over thirty miles—or to Georgetown, a distance of over twenty miles, and sometimes to Grand River harbor, about the same distance by the present route as to Georgetown. But a road in a straight line from the head of St. Peter's Bay to Grand River Bridge would bring the shippers of produce from this locality to within a distance of six miles, and often to—as it has proved of late years—a ready money market, and always to a

safe place of shipment, by Grand River harbor. This object once accomplished would prove of vast benefit not only to the settlers of St. Peter's Bay, and those in its immediate vicinity, but the surrounding country on the North side of the Island, to a considerable extent, would be benefited thereby.

PETER McCALLUM.

LOT 42.

On this Township there is but one main post road, leading from the head of St. Peter's Bay to East Point. This being the only market road, it should be always in good condition, but which is a difficult matter, in consequence of the proximity of the road to the North shore, there being several bridges which are in danger of being (and often are) carried away by the action of the sea; therefore it is the desire of the inhabitants generally to have the main post road nearer the rear of their farms, by which it will more easily be made a good road.

As regards markets,—the head of St. Peter's Bay is the nearest, being ten miles to the Eastern boundary of Lot 42, on the North side of shore; and Souris is the next, being from 16 to 18 miles.

RODERICK MCINTYRE.

LOT 43.

The quality of land on this Township is in general good. The roads are mostly laid off to good advantage, with the exception of a back settlement in the interior, from Roderick McIntyre's, Cow River, towards Naufrage Marsh, where there are several settlers without any road. The only harbors on this Township are Fortune and Rollo Bays, which are not much frequented on account of the difficulty of getting to them, there being at Rollo Bay no way of approaching the loading ground but by a sand flat of a mile in length, which is covered with water at half tide. The chief market is Souris, about 12 or 13 miles distant from some parts of the Township; and a few traders in the vicinity. JAMES DAVIDSON.

LOT 44.

A good deal of the interior of this Township is low, swampy land. The principal market for surplus produce is at Souris, whence it is shipped by the merchants to the neighboring ports of Halifax and St. John, and occasionally to Boston. Seldom a cash market is met with at Souris; and to obtain cash for their produce, the inhabitants have to convey it to Grand River, a distance of 15 to 20 miles, or to Georgetown, a distance of 30 miles, when it generally commands a fair cash price. Shipping of produce from the North side has almost ceased; the inhabitants prefer taking it to market, by land, rather than running the risk of the delay and danger attendant on shipping it at the sea board.

JOHN MACCOWAN.

LOT 45.

The quality of land is generally good; this Township is well supplied with roads. Souris is the principal place of business, and where most of the produce is sold. Sometimes fish and grain are shipped from the North side, in summer, to save the hauling to Colville Bay or Souris harbor for shipment. The