

been previously fixed upon as the properest route for a main Road on the North Easterly Bank of the Etchemin by the Procès Verbal of the late Grand Voyer in One thousand eight hundred and twenty-four, but from the Northerly Angle of Cranbourne to the River Saint John, the Country through which the Line is traced presents every disadvantage: in many places it will be found impracticable for any Road, and in all parts of Standon through which it passes, the Soil is utterly unfit for Settlement and agricultural Improvement of any kind, consequently ill chosen for the future maintenance of a Public Road. As Mr. Ware was aware of the nature of the Country he had to pass through, from the Northerly Angle of Cranbourne to the South East Boundary of Standon, previous to running this Road Line, having explored it with myself in One thousand eight hundred and twenty-four, I am of opinion that his anxiety to shorten the distance and abide by the very Letter of his Instructions with respect to expense, compelled him to hasten the completion of the Survey and return by the very shortest route. Mr. Ware was not only limited to the total Sum to be expended on this duty, but also I think, most unfortunately if not injudiciously, to the minor details of the subdivided Expenditure of the small Sum allotted; by his Instructions it will be found that he was limited to Two Shillings and six Pence per Day for one Axeman, while to my knowledge he was unable to obtain any under Three Shillings and six Pence per Day, and consequently obliged to diminish the number, whereby the Survey was retarded, and the party unable to carry with them the necessary quantity of Provisions, which last circumstance principally occasioned his hasty return. I am of opinion that the most advantageous direction for the Road after departing from the Northerly Angle of Cranbourne to attain the nearest navigable Waters of the Saint John, will be found by crossing the Peninsula before mentioned, on the Cranbourne side of it in the parallel of the Forty-first or Forty-second Lots of that Township, thereby avoiding the barren and rugged Hills in the centre of the first Range of Standon. On gaining the main branch of the Etchemin, that River may be passed at or near the rear Line of Cranbourne, and that line followed over a very fine swell of Maple Land as far as the Lake Etchemin, thence continued along the northerly side to its head; from the head of the Lake the Road may be continued about East North East astronomically, (the variation is thirteen Degrees West,) till intersected by the principal Branch falling into the Saint John, which may be followed until it becomes navigable at the Point ascertained by Mr. Ware. By this route the Line of Road would probably be increased perhaps a Sixth in the whole distance, beyond that marked by Mr. Ware, but as all the Hills and Swamps would be avoided, I am certain that the Expense of making it would be reduced at least one-third, while at the same time it has the advantage of passing through a Country every where or nearly every where fit for Settlement.