

ABSTRACT OF GENERAL REMARKS.

cute the fisheries to any great extent. The land is of an inferior quality. The market most resorted to is Mount Stewart Bridge. Pisquid New Bridge would be a very convenient shipping place for the majority on this Township, if a small sum of money was expended in dredging the river.

Lot 38.—No remarks.

Lot 39.—No remarks.

Lot 40.—JOSEPH McVARIEN.

The land in this Township is in general of good quality. The disadvantages of shipping in the fall and spring are great, in consequence of the reluctance of vessel owners to come into St. Peter's Bay, owing to the bleak stormy weather of Autumn, and to the shallowness of the water on St. Peter's Harbor Bar. The great majority of the inhabitants are therefore compelled to haul their surplus produce to Mount Stewart Bridge, Cardigan Bridge and Grand River, a distance of about thirteen miles, through roads which are late in autumn almost impassable. The back roads leading from the Main Post Road are very much cut up, which renders heavy hauling very difficult. If St. Peter's Harbor Breakwater was completed, I believe the inhabitants of this Township would be greatly benefitted, as the most distant inhabitants on the Township would not have more than four and a half miles to haul their surplus produce.

Lot 41.—MARTIN McINNIS.

The land on this Township is of second and third quality, of a sandy nature and easily cultivated, and, with the exception of about one-twentieth part which is composed of barren and swampy land, answers well for the growth of grain and root crops. The Township has every advantage as regards roads, and although St. Peter's Bay extends through the centre, water communication is poor, owing to its being situated on the North side, and to the shallowness of the water on the bar. About one-half of the surplus oats is shipped at Cardigan Bridge and Georgetown, and the remainder, with surplus potatoes, &c., is shipped at the Head of St. Peter's Bay. Cardigan Bridge is distant about twelve miles, and Georgetown about twenty miles, from the centre of the Township.

Lot 42.—No remarks.

Lot 43.—RICHARD KEEFE.

Nearest Shipping place—Rollo Bay. Nearest Market—Souris.

Lot 44.—MALCOLM LESLIE.

The soil of the Southern part of the Township is in general heavy. That part of the Township known as the Head of Souris is hilly, and presents a diversified appearance. The soil on the North end of the Lot is light. This Township extends across the Island. It is divided from Lot 43 by a road called the Bear River Line Road, which is much used in the fall in transporting the surplus produce from the North side of the Township to Souris Harbor. A new road, called the New Zealand Road, is partly opened from the North side to the Head of Souris; the line of it is nearly level, and if made fit for traffic, it would be advantageous, not only to the people of this Township, but also to the inhabitants of part of Lot 45. The Main Post Road across the South side of the Township, from Rollo Bay to Souris, is deeply rutted in the fall. The principal part of the produce is shipped at Souris Harbor. That harbor has been much improved by the breakwater built at the East side of the channel.

Lot 45.—No remarks.

Lot 46.—No remarks.

Lot 47.—JOHN BEATON.

The inhabitants on the South side of East Point to the Western part of the Lot, have a poor chance of getting to the sea shore for manure, or to ship their produce, on account of the South Lake. A considerable quantity of the land on the South side of East Point is swampy, &c. Mud is of little use as manure on this Township. Perhaps it is not properly used. Those who tried it have given it up, having found that it injured their land. The land along the North side is principally of first quality, but the difficulty of shipping produce is great, on account of bad, hilly roads on the front, and South Lake. The land about the West River is generally of first quality. The inhabitants of the Township are of opinion that if a breakwater