

the inclemency of a very backward season, I now concluded to postpone for a short time until the ground became dryer, any further research: I turned homeward therefore, and arrived on the 22d of June.

On the 15th of July I proceeded again to *Saint John* and from thence by land to *Saint Andrews*.

The Public Road leads from the Ferry at *Carleton* by the settlement of *Manawaganish* in about six miles to a Lake of considerable extent. Thus far it is in good repair. About five miles from the Ferry I observed on the right, a written direction pointing the Road to *Fredericton*, which appeared to be but little frequented. Although the northeasterly side of the River *Saint John* is the most suitable route for a general communication in this Province, the opposite side of that River is certainly the shortest way from the City of *Saint John* to that place, and at a future day will doubtless be adopted accordingly. But to return. The Road now under consideration continues three miles along the southerly side of the Lake, and in sixteen miles from the Ferry reaches the Easterly Branch of *Musquash* River, where the extensive Marshes and the improvements of that thriving settlement, appear to great advantage in contrast of the bogs, and the naked rocks traversed by the last six or seven miles of the way, which forever precludes the hope of settlement in that forlorn extent; where, there is therefore but very indifferent Roads notwithstanding the endeavors of the Inhabitants, who appear to have applied to good purpose the Public Grant allotted to that district, and seem to be well entitled under all the circumstances, to some future consideration.

A Road had been opened from the settlements of *Passamaquady* to *Musquash* River, which is now hardly discernible; I followed it however as the only communication leading to the County of *Charlotte*.

In proceeding Westward from the River just mentioned, the ground was tolerable dry and even about three miles, but from thence, it was in general formed of barrens, swamps, and precipices fourteen miles, and the woods in some places so close as to be almost impenetrable. The ground is shaped into pointed abrupt eminences divided by valleys of moss or swamp; or precipitate hollows or pits of vast extent and depth; or it is formed into extended open plains of deep black moss, called barrens, which are soft and elastic, producing no timber, except here and there some low shrubbery.—These obstructions are universal on that coast, and together with six considerable streams of water crossing the way, had made me almost despair of a practicable communication in that direction. I examined the ground more to the northward however, and employed an experienced woodsman (a trusty person well acquainted there) for the same purpose, and at length found a much better route, as per plan No. 5. But it was impossible altogether to avoid the barrens which appear to be daily extending.

The Public Road in the County of *Charlotte* leads from *Saint Andrews* northeasterly, rounding the inlets and inequalities of the coast, as near as may be to the head of the tide in each, as far as the Portage between *L'Étang* and the Lake *Utopia*; crossing the *Chamcook*, the *Bokabuck*, the *Digdiguash*, and the *Magagawdavic*. The latter two, are considerable Rivers. Although in this extent the ground is extremely uneven, the Road winds about in such way that the declivity is no where very abrupt. Many Inhabitants reside on, or contiguous to this Road, who would doubtless cheerfully contribute (by labour at least) to an object wherein they are so much interested, when once they should see it undertaken in such sort as that lasting benefit would be likely to result; whilst the uninhabited district to *Musquash* River and Bridges (as per plans 7 and 8) are made at the Public charge.

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