

route, and as a great part of it lies at an easy distance from the Capital of the Province, and from the Port of Miramichi, it could not fail, if once properly opened up, to become in a few years a flourishing Agricultural District. I have for the present, (being short of time,) examined more particularly the Lands lying between the lot occupied by John Small, near the western extremity of the Bredalbane Settlement, as marked on the accompanying sketch, and the lot granted to Michael Carmody, one of the most westerly Settlers on the South West Branch Miramichi. Through the whole of this distance, as marked out by me for a Road on the enclosed sketch, I find, with very trifling exceptions, excellent Land for settlement, and a good line for a Road. The part of this District which I conceive to be the most worthy of immediate attention, is an unbroken tract of upwards of four thousand acres of upland of the best quality, extending from the Grant to Carmody to the north west angle of the Reserve to R. Hayne on Porter's Brook. The growth on this Land consists of maple, ash, elm, and birch, slightly intermixed with cedar and other soft wood trees; it is exceedingly well watered, has a south east aspect, and is, on the surface, comparatively free from stone. Wherever stone appears, it is siliceous limestone. The Road through it would cost sixty pounds per mile. A short Road to connect this tract of Land with Boiestown is desirable, and I have explored a route for that purpose, four and a half miles in length, on which there would be required eighty feet of Bridges. This line could be completed for forty pounds per mile. These Roads need not be turnpiked more than twelve feet in width, and wherever the Land is level and dry, nothing more would be necessary for the present than to clear out and level to that width. On the whole route to Small's, ninety feet of low Bridges would be sufficient, with the exception of mere drains. The Road from Small's to Doak's Mills is already made in part, and hereafter, as means were forthcoming, the main line might be connected with the Road coming out to Bartholomew's Mills, or it might cross to the north side of the Dungarvon, where there are large tracts of good Land, and connect with the highway at Indian Town. The upper part of it would be a suitable route for a Road leading to Dalhousie, which, to avoid the broken highlands to the northward, would, whenever made, require to be taken below the Falls on Dungarvon.

On the south side of the Miramichi River. there are also numerous detached tracts of good Land in the rear of the Betts' Grant, between Doak's and Boiestown Mills, on which Settlements are slowly forming, even under the present defective system.

I regret to say that it is out of my power to make surveys of Settlement Lands, without a prospect of early payment for my services, but being a practical farmer, and well acquainted with whatever tracts of good Land are in this part of the County, and moreover, as my interests are in a great degree dependent on the future agricultural prosperity of Northumberland, I should be careful, if employed in Surveys by the Government, to make a selection of the best Lands with which I am acquainted.

I have, &c.

(Signed)

JAMES L. PRICE.

Honorable Thomas Baillie, Surveyor General, &c. &c. &c.

CHARLOTTE COUNTY.

Deputy WM. MAHOOD'S Report.

Saint Andrews, December 18, 1848.

SIR,—In obedience to your Circular, dated the 16th November last, directing me to recommend you places, where, if Roads were opened, the Lands abutting thereon, would be likely to be soon settled;—