

in all probability, that the old Portage Road was laid in the vicinity of the *Annagance*, a still deep rivulet, skirted by low flats of stiff clay, extensive meadows, and sunken Land.

A range of high Land (which may be distinctly seen from the open meadows just mentioned) extends from *Salmon River* about E. N. E. nearly parallel to the course of the waters of the *Petitcodiac*, and situated at some distance to the Southward thereof. Of this range, the first five or six miles is an even, dry ridge of Beech Land, called the Portage Mountain. From thence to the Pawlet, the ground with little exception is also firm and dry, of a very easy declivity, and in all respects seems fitting for a good Road. After I had by an accurate examination both ways; as well as by diligent enquiry, made myself thoroughly acquainted with these circumstances, I did not hesitate which to adopt as the route of the Public communication. It was laid out accordingly from *Salmon River* to the Pawlet twelve miles, and I am informed (by a Certificate to that effect from a respectable Gentleman residing in that County) is now nearly completed according to the contract. It will now require to be made in continuation as per estimate, along the Westerly Bank of the Pawlet, to the position above described for a Bridge.

When the alterations here proposed, and the Bridges, are completed; nothing will then remain but what the statute labour fairly applied, is equal to perform in two years; so as thereby to connect by a very passable communication the County of *Westmorland* with the rest of the Province: But as the Land there is generally composed of a stiff clay, this essential object can never fully be accomplished until the Road is ditched on one side at least, raised considerably in the middle, and the water led off by frequent drains. Also, in the Spring of the Year, whilst the ground is yet soft and wet, the numerous Cattle in those districts are turned to range on the Roads; which are thereby trodden into lanes of mire, and contributes to render the Public Highways at that season the most difficult direction wherein to travel.

I proceeded next to the hithermost extremity of the Portage at *Salmon River*, where that stream is but small; descending rapidly from the Eastward in a narrow bottom of low Intervale Land, which is occasionally overflowed by violent torrents from the adjacent Mountains. The stream is then impassable, and as the Road crosses it at the only habitation in seventeen or eighteen miles, a competent Bridge there, appears to be highly necessary.

From thence the Road continues along *Sussex-Vale* on the southerly side thereof, fifteen miles to *Trout River*, and in three miles further again crosses *Salmon River*, or *Kenebecasis* now become a considerable stream; where it would be very expensive to erect a Bridge. It has a good fording-place however, in the midst of Inhabitants. It is ten or twelve miles from thence to the Finger-board noticed on a former occasion, and about five miles further, to the Fork of the Roads leading to *Saint John* and *Fredericton*. In all the distance just described the Road will require but very little repair; and does credit to the spirited exertions of that fine district. The Bridges however although they might have been originally well constructed, are now much decayed, and will require immediate attention, especially at *Studholm's* stream, which is occasionally a total obstruction: I have therefore included it in the estimate as per plan No. 4. If all the Bridges, constructed of round timber, were covered well with earth, they would be thereby much improved, and endure much longer than when left exposed to the weather, which in this Country is uncommonly destructive to timber.

Having been much exhausted by a long Journey, wherein I was unavoidably subjected by the nature of the employ, to a more than ordinary share of the