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AGRICULTURE.

REPORT ON THE AGRICULTURAL CAPABILITIES OF
THE PROVINCE OF NEW BRUNSWICK.

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(Continued from our last.)

From Fredericton to Woodstock, sixty two miles. This road passes up all the way through a well settled and productive agricultural district, on the right side of the River Saint John. The ground is in general, hilly and undulating, and very much cut up with deep ravines. There is a great number of bridges on this line, and many of them expensive, particularly those over Currier's Creek, Long's Creek, Garden's Creek, Sullivan's Creek, Bull's Creek, and Meduxnick. The road also abounds in side cuts, and expensive excavations. Formerly the Great Road from Fredericton to Woodstock crossed the River Saint John at Burgoine's Ferry, sixteen miles above Fredericton; and passing up on the other side of the River, crossed again at Patchell's Ferry, a few miles below Woodstock; but these ferries being always inconvenient, and sometimes dangerous, and at other times impassible, the road was, after a careful survey and a large outlay of money, opened and completed the whole way on the same side. Its construction cost a large sum, and it will ever require a considerable annual expenditure to keep it in repair. It is very much used, and at present in a satisfactory state.

From Woodstock to Houlton, twelve miles. This road connects the Town of Woodstock, in the County of Carleton, with the Town of Houlton, in the State of Maine. It passes through a very fruitful and productive agricultural district, over ground generally undulating and uneven, and is now, and has been for a number of years past, in a good state for travelling.

From Woodstock to the Grand Falls, seventy one miles, the road continues up on the right side of the Saint John, at no great distance from the river, passing the whole way through one of the most productive agricultural districts in the Province. The line in its course crosses a number of rivers and streams, all falling into the Saint John, the principal of which are, the Little Presqu'isle, the Big Presqu'isle, the River De Chute, and the Restook. From Woodstock to the river de Chute, thirty eight miles, the country is very hilly, undulating and uneven, and in general exceedingly unfavourable for road making. There are several expensive bridges on the line, the principal of which are those over the Big Presqu'isle and the Restook; the latter is new, and perhaps the best bridge of the kind in the Province. An exploration and survey of the whole country between Woodstock and the Grand Falls was made nine years ago, by Commissioners from Canada and New Brunswick; they laid out a new line through the settlements in rear of the present road, joining it again at the River De Chute. They also laid out a new line from the Restook to the Grand Falls, which has been since opened and completed, and much of the wilderness country settled. From Woodstock to the River De Chute, great improvements have been made in the old line within the last nine years; many steep hills have been avoided, others have been cut down, and their angles lessened; still this part of the road abounds with hills and steep difficult places which must ever render it inconvenient, and it is therefore desirable that the new line through the back settlement should be finished and established as the Great Road. From River De Chute to the Restook, it is in good travelling condition, and the site generally as well chosen as the nature of the ground will allow. From the Restook to the Grand Falls it is in a very good state, generally level, and the easiest portion of the whole line; still there are two or three hills which ought yet to be avoided. The line is very much travelled.

From the Grand Falls to Madawaska, forty miles. This road passes from the village at the Grand Falls, up on the left side of the Saint John, through a well settled, fertile and comparatively level portion of the Province; crossing in its course, first the main river Saint John itself, and afterwards a number of rivers and streams falling into the main river on the eastern side of the same; the principal of which are Grand River, Quisibis River, and Green River. This

line, although it has been but a short time on the Great Road establishment, and is necessarily yet incomplete, is now in a pretty fair travelling condition, and with a few improvements and small alterations, would be one of the easiest and best lines in the Province. Some of the bridges are a little out of repair, and a very good looking new bridge over the Quisibis is now being built. It will be the most expensive bridge on the line; the bottom is soft, and it has been found a difficult matter to make a bridge stand there. The work, so far, appears to be exceedingly well done, and the materials are the best of their kind. There is one ferry on this line of road, that over the main river in the still water at the head of the Village, a short distance above the Grand Falls.

From Saint Andrews to Fredericton, seventy eight miles. This road passes through a well settled district between the waters of the Saint Croix and Chamcook Mountains, and running up on the left bank of the Waweg crosses that river above the tideway, it then pursues its course through the settlements in the interior, and crossing the Digdeguash river, enters the County of York near the River Maguadavic, about thirty two miles from Saint Andrews. Crossing the Maguadavic, it passes on through the wilderness to the Harvey Settlement, thence through the Hanwell Settlement, and thence to Fredericton. There are no expensive bridges on this line, the principal being those at Johnston's Cove, Digdeguash, Upper Trout Brook, and Maguadavic; the bridging has therefore cost less than that of any other Great Road of equal extent. Though it passes through an undulating and rather rough portion of the Province, this road has few hard or difficult places on it, and is now, and has generally been, for a number of years past, in a good travelling state.

From Waweg to Saint Stephen, twelve miles. This road runs through a densely settled district its whole length. It branches off from the Great Road to Fredericton about ten miles from Saint Andrews, and crossing the Waweg on a long bridge over the tideway, passes round the head of Oak Bay, and thence over to the left Bank of the Saint Croix near Porter's mill, and thence to the end of the bridge in the town of Saint Stephen, where it terminates. There are several expensive bridges on it, especially those over the Waweg river, and Porter's Mill stream. It has been very much improved since it was put down on the Great Road establishment, and though now in fair travelling condition, may yet be improved a little more.

From Oak Bay to Eel River, seventy four miles. Though the exploring and laying out of this line cost a large sum of money, and it has been on the Great Road list a number of years, it has not been opened through for summer travelling. It passed in the first place through a dense wilderness, and the operations on it from year to year, under two Supervisors, have mostly been from each end, inwards, towards the middle of the forest. On the Charlotte end, the turnpiking has been carried forward from twenty five to thirty miles, but this part is by no means in a good travelling state, having been cut to pieces by carting heavy loads of lumber thereon. On the other end the turnpiking has not proceeded so far. It is cleared and bridged all the way for travelling in the winter, and is very much used. Though a good deal of the land over which it passes is hard and stony, the settling of the country has followed the opening of the road and both ends are now well settled. It has very few bridges on it, and when finished will be easy, and a great portion of it nearly level. Running through the Counties of Charlotte and Carleton, it is deemed of great importance to both.

From the Nerepis Road to Gagetown, twenty four miles. This road branches off from the Great Road from St. John to Fredericton, at a building called "Government House," near the head of the Nerepis river, after passing through 'Coot hill,' and other back settlements, and running through a hilly and undulating district, reaches Gagetown, the Shire Town of Queen's County, close to the River Saint John. It is in good travelling condition, and there are no heavy bridges on it.

From Newcastle to Bathurst, via Pocomouche, one hundred and fifteen miles. This road passes near the northern coast of the Miramich Bay, and along near the Gulf of Saint Lawrence in the County of Northumberland. It then enters the County of Gloucester, and crossing the eastern end of that County, again reaches the coast on the Bay of Chaleurs, which it follows round all the way to Bathurst. It passes through a country generally level, and a large portion of it well suited for the purpose of agriculture. There are no very expensive bridges on this road, except that over the Bartibog river, but there are long ferries at Tabusintac, Big Tracac, Pocomouche, and Caraquet, all well attended. There are many fine settlements along the line, especially that part of it within the County of Gloucester.

The road has been but a short time on the Great Road List, and is yet incomplete, though it can now be travelled the whole way with double horse carriages with safety and comparative ease. There are some excellent specimens of road making on it.

Salisbury to Harvey, forty two miles. This road branches off from the Great Road from Saint John to the Nova Scotia line, and crossing the Peticodiac river near the head of the tide, passes through the County of Albert, and terminates near Shepody Bay, at the Southern part of that County. It has been but a short time on the Great Road establishment, and is therefore in an unfinished state. The land, though generally settled, and much of it very favourable for the purposes of agriculture, is in many places not very favourable for road making. There are several expensive bridges; and this road, although at present safe and passible, will yet require a considerable outlay of money to put it in a good travelling condition.

From Hampton to Bellisle, four miles. This road merely joins the Village of Hampton, in King's County, with the Great Road from Gondola Point to Fredericton.

From Pickard's to the American Boundary, five miles. This road joins the Village at Tobique, in the County of Carleton, to a road in the State of Maine.

From Grand Falls to American Boundary, three miles. This road joins the Village at the Grand Falls, in the County of Carleton, to another road in the State of Maine.

The united length of these three roads being only twelve miles, further description is deemed unnecessary.

There are also, the road from Roix to the head of Oak Bay in the County of Charlotte, for which, as a Great Road, no provision has yet been made, and the Roads from the Little Falls on the Madawaska to the American and Canadian Boundaries, yet unfinished.

In addition to these there are several other lines now in progress, intended for Great Roads, but which have not yet been added to the list. Of these last there are—

The Royal Road, from the River Saint John, opposite to Fredericton, to the Grand Falls, through the interior of the Country:

The road from Fredericton through the interior of the country to Richibucto in the County of Kent:

The Road from Fredericton to the Nerepis, via Douglas Valley:

The Road from the Red Rock Settlement, in the County of Charlotte, to the Nerepis in Queen's County.

The Road from Loch Lomond in the County of Saint John, to Sussex vale in King's county:

The Road from Rockway's in the county of York, to Saint Stephen in the county of Charlotte.

The length of these roads, when added together, exceeds three hundred miles. They have all been explored and laid out, and considerable sums of money expended in opening and improving certain portions of them.

BYE ROADS.

The Bye Roads are not like the Great Roads, specially and separately described by law. They are intended to connect and unite the settlements with one another, and to accommodate the inhabitants of the respective parishes. They are principally under the direction of Parish officers, denominated "Commissioners of Highways." Three Commissioners for each Parish are annually appointed by the Justices of the Peace in their General Sessions for the several Counties, whose duty it is to lay out, alter, improve and otherwise regulate all the Bye Roads within their respective Parishes, in accordance with the provisions of a Law relating to Bye Roads. It is the duty of Commissioners so appointed, early in the Spring of each year, to assess and appoint all the able bodied male inhabitants, each according to his property, income, or occupation, to perform so many days labour on the Bye Roads within the limits of certain districts where they respectively reside; so that no one shall be required to do more than twenty, nor less than two days labour. Lists of the names of persons and the number of day's labour required from each are then made out and handed over by the Commissioners to certain other Parish Officers called "Surveyors," also annually appointed by the Justices of the Peace to oversee the labour so to be performed in the respective districts. Each man is summoned by the Surveyor. The inhabitants meet at a certain time and place, with such tools as are required, and under the direction of the Surveyor, perform the number of day's work specified by the Commissioners in the list. Persons refusing or neglecting to appear, or not working to the satisfaction of the Surveyor, are liable to be prosecuted and fined. The sum of two shillings and six pence a day is received in lieu of labour from any one who chooses to pay rather than work, and all the monies so received are expended under the direction of the Com-