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Nec araneorum sane textus ideo melior, quia ex se fila gignunt, nec noster villior quia ex alienis libamus ut apes.

No. 20

Miramichi, Tuesday Afternoon, February 25, 1845.

Legislative News.

New Brunswick:

HOUSE OF ASSEMBLY, February 8.

ROAD FROM THIS PROVINCE TO QUEBEC.
Extract of a letter from Colonel Holloway to Sir William Colebrooke.

Montreal, October 17, 1844.

I have had great gratification upon returning from an inspection, in receiving your Note of the 5th instant. I received the plan of the Iron Bridge to which you allude, and have consulted our professional people on the subject. We all are fully persuaded that an Iron Bridge on the Suspension principle, by iron wire Cables, as practiced at Bytown, would answer extremely well at the Grand Falls, and I propose to submit a design and estimate for the service accordingly.

The Reports of the progress of the exploration of the proposed Military Road through New Brunswick, as made to me by the three officers employed on that service, are all of the most favourable nature, and I cannot but hope that both for settling and for the promotion of the public service, the work, if carried into effect, will be productive of all the benefits which should be derived to the Province from so extensive a project.

I shall not fail to send to you a copy of the whole plan when quite put together, and every information on the subject. I will transmit to you a copy of the correspondence sent to me from the Board, about ground for the Ordnance at Great Falls, and the appointment of Mr. Elliott to take and give Titles to Ordnance Land.

W. E. E. HOLLOWAY.

Extract from a letter from Lieut. Simmons, R. E., to Sir Wm Colebrooke.

Grand Falls, N. B., August 28, 1844.

I found Mr. Garden here on my arrival on the 26th instant, and I shall lose no time in fixing the Boundaries of the Land to be surveyed by the Ordnance, so that he may make his Survey forthwith.

I am much obliged for Capt. Crawley's Letter and enclosure, which is of considerable importance, as Bridging becomes a matter of great interest in the construction of a Military Road of such extent as that now in contemplation, and the Grand desideratum in this Country has always been a Bridge of such a description as will be above the level of and perfectly free from all danger by freshets of running ice, of a more durable nature than wood, and at the same time economical in its construction, and this appears to be accomplished by Mr. Deed's Suspension Bridge.

The only doubt remaining to be determined is, the effect of climate on the suspending rods or chains by expansion and contraction from the effect of the great heat and cold to which they must be exposed in this climate.

Hitherto I have been most successful in the exploration for the Road, and have of course in such an extent of country passed through some poor and some fine tracts for settlement; but you will, I think, be glad to hear that the latter predominate, and I should think that two thirds of the whole extent is fit for settlement. The country in this immediate neighbourhood or miles round is highly adapted for cultivation, and when intersected, as it would be for miles by the proposed Military Road, will render the Grand Falls, at no distant period, a thriving Country Town of some importance.

J. L. A. SIMMONS.

Extract of a letter to Sir Wm. Colebrooke from Lieut. Simmons, of the Royal Engineers, respecting the proposed Line of Military Road, and the fitness of the adjacent lands for settlement.

Fredericton, N. B., October 28, 1844.

In reply to your note of yesterday's date I beg to submit the following observations, and regret that the limited time and a great press of business prevent me from giving them more in detail.

1st "The general direction of the proposed Military Road from Quebec, the whole distance of the Line recently surveyed from where it commences in Canada to the Grand Falls, and thence to Boiestown and the Bend."

Answer.—This Road commences on the Bank of the Saint Lawrence, at River du Loup, 114 miles below Quebec, proceeds in an Easterly direction or nearly so, till it strikes the Tooleddy river, whence it continues South East to the Grand Falls; the distance from the Lake Tamisquata to the head of the Grand Falls, being 35 miles, and thence 85 miles to Grand Falls, total 120 miles, being very nearly identical as to length with the present incomplete route along the Banks of the Saint John.

From the Grand Falls to Boiestown, course S. E. by East, distance about 83 miles, making use of about eight miles of the Road heretofore known as the royal road, the construction of

which is half executed. Thence (from Boiestown) to the Bend of Peticodiac river, East by South 84 miles, making the total length of new road to be opened through the forests from the Saint Lawrence to the Bend 287 miles.

2d. "The greatest acclivity in crossing the Highlands, and the number of principal rivers requiring large Bridges."

Answer.—All the grades in the roads have been laid out at elevations not exceeding 7 degrees, or one foot in eight, which has been taken as the maximum, and even this occurs but seldom, and only on short pitches, for although the direct line was frequently intercepted by high and steep hills, and in a few instances even by precipices, the labours of exploration have finally been successful, either in finding gullies or valleys in the general direction of the road, or else by suiting the road to the hills as to reduce the acclivities to what was assumed as a maximum. The slopes generally, however, will not exceed one foot in fifteen or twenty.

The principal rivers requiring large Bridges are as follows:—

Tooleddy, Grand Tobique and S. W. Miramichi, and in none of these does the bed of the Stream exceed 189 feet.

A few rivers occur which would require Bridges of a simple nature, with a single arch, of the common construction of the country and which not being of an expensive nature, I have omitted.

Under these heads I might add for your information, that the country through which the road passes is not of a mountainous nature, as none of the elevations would come under the denomination of a mountain, the greatest height passed not exceeding by estimate 600 feet above the adjacent waters, and consequently 900 feet above the Sea; but it is to be regretted that the exploring parties, having been hastily equipped, were not provided with Barometers.

3d. "Whether the Lands favourable for settlement occur along the whole Line, and at what intervals, so that parties might be settled who would be able to keep open the road when made."

Answer.—On an average, and as a general answer, I should state that at least two thirds of the Land through which the road passes is fit for settlement, in addition to which, it traverses rich tracts of Lands where by opening Bye roads to connect this new proposed road, as a main line for settlement, with the Saint John river, already densely settled, the intermediate Lands would rapidly become located, and form additional lines for the ingress of Emigrants to the new Line as proposed to be opened, and also an outlet for the surplus population of the Saint John.

4th "Whether the Inhabitants of the settled country through which you have travelled have manifested a disposition to take up Lands on the Line as well in New Brunswick as in Canada."

Answer.—Having been now employed nine months in conducting the exploration of this new Line, the inhabitants generally have become acquainted with me, and imagining that I might eventually have some influence when the settlement of the Road proceeds, I have been quite astonished at the great number of applications for grants, and requests to interest myself in obtaining them, and also for advice as to the most advantageous points of location. The new Line passed through nine miles of settled country on the bank of the Saint Lawrence, being Land held under the feudal tenure, in rear of which however, the surplus of the French population, now too dense to be supported on the Seignory Lands, are already, without grants, seeking to obtain their livelihood by clearing Wild Lands. Moreover there being but little timber for the remaining on the Seignory Lands, is another reason why Settlers will move back into the wilderness, and it is self-evident that if (as in the case) the tide of Emigration has already, without any inducement from the Government, turned in this direction, and by its force commenced the construction of roads and Bridges, with how much greater force will it flow when these roads and Bridges are made by the Government as an inducement.

5th "At what places do you consider that principal Settlements may be formed? Do the Lands at the Grand Falls around the Military Reserve surveyed for the Ordnance Grant, present peculiar facilities?"

Answer.—A beautiful tract of country for a dense settlement, lies between the Tooleddy River and a Branch thereof called the Squatuck, which would be greatly assisted by the excellent fisheries of trout, fresh water Herrings, &c. which abound in that river. A finer soil for Agricultural purposes does not exist than that extending for miles round the Grand Falls on all sides, but more particularly on the East or left bank of the River Saint John, with abundance of water power, and convenient mill sites, added to which the vast amount of travelling and great outlay of private funds annually expended by the Lumberies

on the upper Saint John and its tributaries, in portaging or hauling all their supplies past the Falls, with the enormous demands for Agriculture produce to feed their parties of men and cattle, whilst pursuing their business in the forest, would secure to the Agriculturist a certain and safe market for his produce, for want of which the Lumberman is now subjected to enormous taxation in boating, to procure his needful supplies.

The position of Boiestown next presents itself as eligible for an extensive settlement, and as I have not myself traversed the country below this point, I forbear touching on it as I have not at hand the necessary references to enable me to make definite statements.

6th. "Would the execution of the project for uniting the upper and lower Saint John by a Canal, be attended with difficulty, or great expense, and would it yield a Revenue in return for the outlay?"

Answer.—There would be no engineering point of view, in constructing this Canal, which I should imagine need not be of a very expensive nature. Its length, about half a mile, would require all by lockage of 120 feet, but it is to be remembered, that it would be only necessarily of a narrow construction, suited to the Boats and navigation of the River. Undoubtedly the Revenue would be large in proportion to the outlay as the amount of damage done to private property by allowing the Timber to pass over the Falls, amounted on this year alone to at least £15,000, besides which the expense of portaging each Boat and cargo by Land is enormous; as an instance each Boat cost £5 to £10, and each barrel of flour 1s. 3d., and proportionately for other goods, and this not including inconvenience from loss of time.

7th. "Would you advise that the locations should be immediately laid out along the Line, and is it sufficiently marked out, that Settlers would be encouraged to take up allotments during the Winter; and are there many of whom you are aware who possess the means of maintaining themselves in the Wilderness during the Winter, and who could prepare Land for planting in the Spring?"

Answer.—The only portion of the Line sufficiently marked for immediate settlement, is that between the North Line of the Treaty of Washington produced, and a point 6 miles South East from the River, being about 15 miles in length, and also about the same distance near the Green River. As there might be some slight alterations in the remainder of the route, which would prevent it from being laid out sufficiently definitely for the boundary of grants, settlement thereof had better be deferred till the ensuing Spring.

I am aware of about twenty five persons of respectability, and means, who would be but too glad to commence improvements at once, if there was probability of their being secured in their property, and some of these are so anxious, that they intend running the risk, and they are about to proceed to locate themselves on the Wild Lands at the Grand Falls forthwith, with ready money sufficient to pay for their Lands whenever called upon so to do.

8th. "Would you recommend that the Settlers should be exclusively occupied in settling this Winter, or employed also in opening the Road under contracts?"

Answer.—The most advantageous time for commencing work on the Road is the Spring of the year by which time Settlers who may locate themselves this Winter, would have their crops in, and be ready to undertake small contracts, having been exclusively employed in preparing Land during the Winter. They would thus also obtain a ready market for their first crops, by disposing of them to the workmen employed.

9th. "The rate per mile that would be estimated for the work, of cutting out the Road, specifying the breadth required, including the shirtings?"

Answer.—As I have not seen the estimates approved or forwarded by the Commanding Royal Engineer, I cannot give a definite answer to this question. The width including skirtings, would, I should imagine, be about one and a half chains (Gunter) or six rods.

10th. "If Emigrant families should be encouraged to come out in the Spring, and settle along the Line, what would be the most convenient points of debarkation in New Brunswick and Canada, with the view to afford them facilities of transport to their locations?"

The Riviere du Loup on the Saint Lawrence, Miramichi, and Saint John, seem the most convenient harbours for this purpose, but as only the neighbourhood of the Grand Falls is adapted for immediate settlement by Emigrants, perhaps Saint John would be the most available for the next Spring and the following Spring; when the Road becomes a little advanced, the other parts would become of importance for this purpose.

11th. "Are there Lumberers or other people in the country who would be disposed to clear

Lands in the Winter, with a view of disposing of their homesteads to Emigrants in the Spring?"

Answer.—I have met with a few such, but the difficulty would be to obtain purchasers.

12th. "As Settlers in the Wilderness are exposed to great fatigue, inconvenience and expense, in carrying in supplies, unless a road is opened to their locations, are there Streams and rivers which would afford facilities to them along the Line, and by which they could keep up a communication with the settled country?"

Answer.—There are several, more particularly the Saint John and its Tributaries, the Madawaska, Green, Grand, and Tobique rivers the Restigouche and Miramichi, the Peticodiac, with the Grand Lake and Salmon River.

13th. "Are there eligible situations where inland Warehouses and depots for the supply of workmen and Settlers, could be formed, (the Great Falls and Boiestown perhaps,) and where by deferred payment of duties till taken out for retail consumption, encouragement could be given to the fair Trader, and smuggling checked?"

Answer.—These two places are decidedly advantageous, the Grand Falls particularly so from its central position, and in the event of proceeding with the work, some point on the Tamiscouta Lake or Tooleddy river; the latter is I think preferable, as being in the midst of a fine country for settlement.

14th. "Has the smuggling along the inland Frontier increased or diminished within the period you have been employed in the country?"

Answer.—It has very materially increased during the last five years. On my first employment at Lake Tamisquata five years ago, a considerable trade was carried on between Canada and New Brunswick by the Madawaska Settlers, who drew all their supplies from the frontier. This practice still continues, but the trade is increased by New Brunswick Lumberers, who last Winter drew vast supplies by the Tamiscouta Portage, and thence into New Brunswick, no duty being levied. The traffic and smuggling also with the Americans has greatly increased, but I imagine does not amount to a very large item above the Falls in consequence of the difficulties of transport from the interior to the American Frontier.

J. L. A. SIMMONS.

Extract of a Letter from Lieutenant Simmons, Royal Engineers, to Sir William Colebrooke.

Fredericton, N. B., October 28, 1844.

The principal objection to the execution by private speculation of the Canal at the Grand Falls, connecting the Upper and Lower Saint John, is, that from its peculiar situation, being a spot in which the two Countries, America and Great Britain, to whom the navigation of the River is common, are equally interested, it would seem to be likely to engender ill will to have it exclusively possessed by British capitalists, who would thereby have the power seriously to affect the value of American Produce transported on the River; and it would appear likewise injudicious to permit Foreign capitalists to have any share or voice in a work constructed for the public benefit, and situated in a position of the utmost importance to the defence of the British Provinces in a military point of view.

J. L. A. SIMMONS.

Extract of a Letter from Lieutenant Simmons, R. E., to Sir William Colebrooke.

Fredericton, 31st October, 1844.

I beg to submit the following observations, as requested, respecting the general character of the Territory watered by the Upper Saint John and its Tributaries, and comprehended between the St. Francis and Restigouche Rivers, (designated the Disputed Territory.)

This Territory is of the formation called primary, and is of a very rough nature, hilly and mountainous, intersected by numberless streams, each of which, generally speaking, lies in a deep valley, the slopes thereof being densely covered with soft wood, Cedar, Spruce, &c. &c., but on attaining the heights a change is almost invariably to be perceived in the growth of the Timber, which in these positions is of the hard wood denomination, such as Birch, Beech, and Maple.

The ridges generally followed the courses of the streams, varying from 250 to 300 feet in height above the adjacent waters, and are in many cases well adapted, as far as the soil is concerned, for agricultural purposes, having between the streams and the crests of the ridges at different elevations the several varieties of soil adapted for the growth of the different agricultural products congenial to the climate.

The greatest drawback to the settlement of this country is the severity of the climate, in which the winter is of such long duration, frosts occurring frequently so late as the end of June and commencement of July; but this would be materially affected by the removal of the Tim-