

# THE GLEANER:

AND NORTHUMBERLAND, KENT, GLOUCESTER AND RESTIGOUCHE  
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OLD SERIES]

*Nec aranturum sane textus ideo melior, quia ex se fila gignunt, nec noster vilior quia ex alienis libamus ut apes.*

[COMPRISED 13 VOLUMES.]

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MIRAMICHI, TUESDAY EVENING, MARCH 20, 1849.

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## Provincial Legislature.

EXTRACTS from a REPORT of the Surveyor General of New Brunswick, upon the present state of the Crown Land, recently laid before the House of Assembly.

### GLOUCESTER COUNTY.

Deputy CARRUTHERS' Report.  
Bathurst, 8th Dec., 1848.  
SIR.—In reference to your Circular of 16th November last, the receipt of which I have the honor to acknowledge, I beg to state that the evils flowing from the present scattering mode of settlement, and the benefits to be derived from concentration, have been admitted on all hands. The appropriations for Roads are generally found insufficient to complete the necessary communication for any one new settlement, while partial attempts are made to many. This is found a great obstacle to the favorable progress of new settlers.

If a system of concentration be adopted in Gloucester, I would recommend the following tracts, as they possess the advantage of rich soil and convenience to market, viz:—

A line of Road from Teague's Brook, connecting the Settlements on the Bay shore with the Settlement on the Innishannon Brook, and thence to the upper part of Caraque Settlement, would pass through a fine rich tract of country, and if surveyed, would be speedily occupied. Distance from Teague's Brook to Smith's on the Innishannon, 6 miles; thence to the Caraque Settlement about 7 miles. This Road, if opened, would form the great Road of Communication from Bathurst to the Ports of Caraque and Shippegan. The Bridges required on this line would be small in extent, three in number, and probable cost, £40. The Land extending south from the Innishannon, and the south branch of Caraque to the Pockmouche River are of a superior quality, and I think it a portion of them were surveyed, would soon be occupied. The Road leading from Smith's, on the Innishannon, to the Bay shore, passes through a good tract of Land, and if surveyed, would readily be occupied.

A prolongation of the line of Road leading through the Rose Hill Settlement, on the south side of the Tatagouche river, would open up a fine tract of country, being only a short distance from the Town of Bathurst. If surveyed, this tract would be settled at once; only one small Bridge would be required—cost, £6 to £8.

A disposition seems general, to settle the district of Land stretching from the Nigado River, to the St. John's settlement in rear of Green Point; this is also a desirable tract of country, and doubtless would be speedily settled, if communication through it was opened up, distance four miles; a Road might also connect this tract with the Bay shore, distance two miles. One bridge only would be required across the Elm Tree River—probable cost, £20.

From the Anderson Settlement, in rear of Belle-dune, a Road may be extended to connect with the Settlements west of the Line dividing the counties, this would open up a good tract of Land; and induce to the settlement thereof—distance four miles.

A line of Road from Smith's, on the middle River, passing through block 12, range 14, on Little River, thence on to the Papineau River; thence extending on towards the Big River of Nepisiquit, would open up an excellent tract of Country for Settlement.

Good Roads equal to any in the Province, stumped, levelled, and properly thrown up, or turpiked, 20 feet in width, can be made through all the aforesaid tract of Land, at the rate of from 3s. 6d. to 4s. 6d. per rod.

I would most respectfully suggest as the best mode to effect concentration, that Applicants for Land should be confined to the Districts laid off for the purpose, by refusing the accommodation of paying by instalments all persons elsewhere.

I am, &c.

MATTHEW CARRUTHERS.

Hon. T. Baillie, Sur. General.

### RESTIGOUCHE COUNTY.

Deputy JAMES MONTGOMERY'S Report.  
Dalhousie, Dec. 13, 1848.

SIR.—In answer to your Circular of the 16th November, requesting information with regard to opening up certain good tracts of Land, and connecting, by Roads passing through one or more settlements, I would recommend the following, viz:—

The road commenced between Rorety and Russell, Belledune Settlement, to be continued on the course of the front Lots to rear of same; thence running a true south course through a tract of Land between Elm Tree and Jacquet Rivers; from information I have had, I am led to believe this tract of Land is from ten to fourteen miles deep of the very best quality.

The Road commenced between Ulrican and Quinn, to be also continued on the course of front Lots to rear; thence due south, crossing the above tract at two miles distance from Rorety's Road, and a Road on the west side of Armstrong's Brook, at two miles from Ulrican's, on the same course as the above mentioned Road. These, in connection with a road from Elm Tree in a westerly direction towards Jacquet River, would open up and cause to be settled a large section of country. Although there is some parcels of Land between Jacquet and Charloe Rivers, I could not in the mean time recommend any Road that would forward settlement, and ultimately be beneficial, as this is for the most part rough in front and the mountains in some places extend a considerable distance back.

I would recommend the continuation of the Road between the second and third tiers, Colebrooke, in rear of Campbelltown, and thence through a valley back of the flat Lands towards the mouth of Upsalquitch; this Road would open up a very extensive and valuable tract of Land, and I feel satisfied the Road itself would ultimately be of the very greatest importance, as being a more direct line than the present Road along Shore. I would further recommend a line to be opened from Marl Lake Road west, by magnet, passing two miles back of the Forks, Eel River, between 4th and 5th concessions, Colebrooke, (and two miles distance from the road between the 2d and 3d concessions) extending to Christopher's Brook, and to connect with Dalhousie and Campbelltown, by completing the Roads already commenced between Searle and Davis, at Eel River Forks and to Lily Lake, till they cross the two last mentioned Roads. This, I am satisfied, if opened up, would all be settled in a few years, and from the fact of its being very superior Land, would become one of the most flourishing settlements in the Province.

I would also suggest the valley of Christopher's Brook as a suitable place for a Road, extending towards the mouth of North West Upsalquitch; this, I am informed, is an excellent tract of Land, and if a Road were formed in this direction, it would not only settle the Land in its immediate vicinity, but also cause Settlements on the various branches of the Upsalquitch above it, more particularly on the south east, near which River, the Land is good, and especially towards the head of Charloe and Jacquet Rivers.

I cannot, without exploring, say anything about the number of Bridges that would be on these Lines, consequently I can give no accurate statement of the cost of making the Roads, but would say that a good Line of Road can be made for £120 per mile, exclusive of Bridges, say for cutting out and stumping 320 rods, 30 feet wide, at 5s., and for turpiking, 2s. 6d. is £120 0 0  
Allow extra per mile for Bridges, 10 0 0  
£130 0 0

This being the amount of outlay required allow me further to state the probable amount of profit likely to accrue to the Government.

Allowing 12½ chains, or 50 rods front, for 100 acres, there will be 1280 acres in a mile, at 2s. 5d. the price per acre, when paid down, is £154 15s., from which subtract the cost as above, leaves the sum of £24 15s.; say further, for commission and all the other charges, £10, and you

have still the sum of £14 15s. per mile profit.

While I acknowledge the value of opening up a country for Settlement, by making Roads through it, I would also suggest the propriety of a regular exploration previous to marking out any Road, as it has been found by experience in this part of the Province, that, with false ideas of economy, those who have had the expending of sums of money on Bye Roads have commenced a Road without any kind of Survey, and totally ignorant of the description of Land beyond, or practicability of carrying a road through it, their knowledge being altogether confined to the place of beginning; this is frequently the result, no doubt, of a desire in the Commissioner to accommodate and favor certain parties from private reasons; it thus follows, that often Roads are only made a short distance and abandoned as useless; or if continued, the alterations and windings in order to make it useful require a larger sum of money than would have made a good serviceable Road originally, had it been surveyed; by these means large sums of public money are annually thrown away uselessly: even this has been the case to a great extent on the Great Road in this County, the money expended on it these few years back for alterations, would, I am convinced, have paid for surveying and opening up a better Line.

I would beg leave further to observe, that under the present system the sale of Crown Lands does not or ever will, in my opinion, pay for opening Roads through the Country. Whereas were an efficient exploration made, and Roads laid off in suitable localities, only the sale of the Lands would not only make the roads, but in all probability, as I have shewn, leave an overplus.

There are also many Settlers and others desirous of obtaining Land, so poor that they cannot procure money by any means, however willing, to pay for their Grants; those persons would gladly avail themselves of the chance of road making were the proceeds of their labour to go towards the payment of their Land. By exploration, the cost of making the roads, the number and cost of Bridges, &c. could be pretty accurately ascertained, and the Line given in Lois at a valuation, or to the lowest bidder, among those settling on the land bordering on it.

I enclose a tracing herewith, shewing the extent and connection of the proposed line of road.

I have, &c.

JAMES MONTGOMERY.

Hon. T. Baillie, Sur. General.

### KENT COUNTY.

Deputy DOUGLASS' Report.  
Buctouche, Dec. 7, 1848.

SIR.—In answer to your Circular of the 16th of November last, I beg leave to inform you that in the District in which I reside, I know of no Settlement that is not connected either to the Buctouche or the Cocagne by Roads already made, but they are of a very inferior quality.

There is at present no inducement for young men to enter on agricultural pursuits, on account of roads not being opened through good lands. They say a mere line will not entice us to enter into the forest to take up Land, but if roads were once opened so that we could immediately improve it, we would take pleasure in purchasing.

There are several good tracts of land, through which, if Roads were opened, would in a short time be taken up, and would no doubt make extensive settlements.

I am not much acquainted with the vacant Crown Land lying between the Cocagne and Buctouche Rivers. All the information I can give you respecting it, I have received from men who have travelled those woods in search of Lumber.

There are four sites for Roads to which I would call your attention; (the accompanying plan will elucidate more clearly.)

The 1st. On the south side of the Cocagne River, from S. Cornea's grant to J. Griffin's grant in Irish Town.

2nd. On the northern side of the same River, commencing at the rear of R. Mc-

Lelland's grant, and running a direct course till it meets with the McLauchlan Road, at the same distance from the River.

3rd. To commence at the St. Anthony's Settlement, and running parallel to the last mentioned line, so that two ranges of lots may be contained between.

The 4th. On the south side of the Big Buctouche river, commencing at the rear of Thos. Bechard's grant, (Lot 43.) thence till it strikes the McLauchlan road about one mile south of the South Branch. All the above mentioned sites would be the continuations of other roads already made, and would pass through excellent Land.

With respect to the expenses that would be incurred I have no idea. The Bridges over the small streams would be insignificant, and men's wages at the present would be at a very low rate.

This move that your honor has now in contemplation, if carried into effect, will give general satisfaction, and as for the pay, should I be called upon to make the survey, I think myself bound to agree with your wishes so far as I have it in my power so to do.

I am, &c.

ROBT. DOUGLASS.

Hon. T. Baillie, Sur. General.

Deputy LAYTON'S Report.

Richibucto, Dec. 11, 1848.

To the Hon. T. Baillie, Sur. General.

SIR.—I have the honor to acknowledge the receipt of your Circular bearing date the 16th November last, in which I am directed to transmit to you my recommendations and suggestions for connecting Settlements, &c., in this District:—

In obedience to which, I beg to suggest the prolongation of the road already laid out in the Louisburg Settlement on the South Branch of St. Nicholas to the Cockburn road. I cannot speak from my own knowledge of the quality of the land through which it would pass, but have every reason to believe from reports which I have heard, that the tract is an eligible one. There would be nothing but small rivulets to cross, requiring no Bridges, of any magnitude; the probable expense of construction would be very difficult for me to estimate, as so much must depend on the manner in which they are to be built: but I am of opinion that it might be opened eight feet wide, levelled, and made passable as a winter road at an average cost of £40 per mile. This road will be in length three and a half miles, thus requiring the sum of £140.

It will be seen, upon reference to the sketch which accompanies this that a road has already been surveyed by me, connecting that part of Louisburg which is on the West Branch of the St. Nicholas with the Cockburn Road, also that a road has been surveyed joining together these two Settlements, and which I have particularly to recommend should be prolonged so as to connect with the settlements on Mill Creek, Buctouche. Such a road will ere long be made; but if left to Bye Road Commissioners, with their present system, it cannot be expected that they will make anything of it but a bungle. The length of this road would be four miles, and would require about £160 to make it passable as a bridle road running in its whole distance through an entire tract of excellent land. From this point a very advantageous connection might be made with the Great Road at the Chockpish Settlement, which would also pass through an entire tract of good land.

I have made the above recommendation with a full conviction of their great utility. One evil only will arise, an evil which is more or less felt in every settlement throughout this part of the Province. I allude to "forestalling;" for no sooner is a settlement formed, or a road opened, than these forestallers pounce upon the best and most convenient tracts, and keep them in reserve for their children, thus profiting by the toil of the poor Settler and retarding the general progress, by preventing others from becoming Settlers in consequence of their being no vacant land adjoining the settlement. I beg to suggest for your consideration, that if some measures could