

a new line of road.\* The losses sometimes sustained also from the defective construction of Bridges, should be guarded against by placing such Works under the direction of a scientific department.

How far a charge on the Crown Lands may hereafter be imposed in aid of these improvements, by which the value of these lands will be raised in common with the lands of the inhabitants, will be a subject for future consideration, meanwhile the rapid augmentation in the value of lands, where they are rendered accessible by means of roads, is strikingly evinced in all parts of the Province, and from the high price to which they have attained in favorable situations, it is evident that no charge is more certainly compensated to the settler and also to the Crown, than that which is secured by opening and improving communications throughout the country. In the older settlements this charge will in general be fully adequate for the purpose, and may be assisted by tolls, but the construction of roads and bridges between distant settlements, and through extensive tracts of wilderness, which may separate them as completely as if the ocean intervened, will in most cases require to be undertaken on the security of some general fund to which the lands thus opened for settlement would afterwards contribute. Settlers who possess resources to maintain themselves in the wilderness till the lands they purchase can be rendered productive, are generally disposed to contribute their labour at moderate rates in redemption of the charges by which they tax themselves for improvements which are essential to them, and the charges thus liquidated by remitting a part of the purchase money, are public contributions to such works by which the market value of the reserved lands is augmented.

Works of this description will sometimes admit of being progressively executed as funds become available, but it will in most cases be found preferable to delay them till the whole expense can be ascertained, and adequate funds can be applied for their completion on approved estimates and plans.

From the adoption of the first mode, unfinished works have been subject to injury through neglect and delapidation, the early completion of which could alone save the capital already expended on them, or render it productive as an investment.

I have, &c.

(Signed) W. M. G. COLEBROOKE.

( 14 )

[No. 103.] Fredericton, N. B. 14th November, 1842.

MY LORD,—I have had the honor to receive Your Lordship's Despatch, No. 104, dated the 7th October, transmitting for my information the copy of a general report of the proceedings of the Land and Emigration Commissioners.

I have perused with interest, the observations of the Commissioners, and I am desirous of affording them all the information that may enable them fully to comprehend the measures in progress for the settlement of the Lands in this Province.

Having, in my former Despatches, explained the principles by which I have been guided, I now enclose a Report by the Commissioner, Mr. Wilmot, who undertook to superintend the first settlement on the Saint Andrews Road, in the winter of 1841. From this report, it appears that the forty settlers, who occupy 2000 acres, or 50 acres each, have cleared 200 acres of land, and have opened and constructed a road of 16 feet wide through the forest, to connect their Settlement with the main road to Saint Andrews,—that the contracts made with the whole party under a joint guarantee, were executed at the current rate for such work in 1841, and that the labour performed, has been equivalent to the supplies advanced. The proceeds of the reserved fifty acre allotments, would be equivalent to the value of the labour expended on the road, and from the great reduction in the value of labour and subsistence in the present year, the same contracts could now have been executed at half the cost.

When it is further considered that these settlers, with their families, were, at the beginning of the last winter, in a destitute condition, and without employment in Fredericton, and that in less than 12 months their labour has acquired to them a property valued at £1,300,† besides the value of the public work they have performed, no question can be entertained of the advantage accruing to the public as well as to the settlers themselves from the undertaking.

The Commissioners have noticed that the further prosecution of this plan of settlement has been arrested by the financial difficulties of the Province, and they observe that advances of public money may be expected unduly to encourage the influx of Emigrants in search of labor. This observation necessarily applies to works of every description on which public funds may be expended in the Colonies.

The opening of roads in a new country covered with forest, is essential to its occupation and improvement; the money expended on them is of the nature of an investment of capital, and while there is an effective demand for wild lands and a progressive augmentation in its value, such works are not only a means of effecting the settlement of the country, but of raising the Revenue

\* The practice of leaving several feet of the stump to be used as a lever in extracting the roots, tends greatly to abridge the labour.

† 200 acres cleared, and improved land, valued at £4 an acre, £800—25 houses at £20, £500—£1,300—besides camp-houses, root-houses, &c.

from which the necessary funds may be derived for their further prosecution.

Without pursuing this subject, at present, and admitting the necessity of a vigilant superintendence where public monies are advanced, and indeed of placing them under effective controul in the hands of those who are intrusted with their disbursement on the works to be performed, I wish to draw the attention of the Commissioners to the fact, that the settlements now in progress, have been undertaken by associated parties, who, *possessing the means of maintaining themselves in the Wilderness*, have required no advances to be made to them, and who have entered into voluntary contracts in some cases to open the roads required for access to their locations.

Several settlements on this plan are now forming on lands selected in different parts of the Province, the most considerable of which is situated near the *Kennebecasis* River, where a party of two hundred unemployed Mechanics of Saint John are now settling.

From the enclosed Report of Dr. Gesner, it will be observed that a number of squatters were found, by the Surveyors on the land, and who will have an opportunity of purchasing at the sales the allotments which they occupy. No person will be allowed to purchase more than 50 acres on credit—and those who desire to purchase the reserved lots must pay for those they have first acquired.

To ensure the effective occupation of the lands, the bonds will be enforced when it is neglected. I will take an early opportunity of transmitting the regulations under which these settlements are now forming, and I hope that their effect in raising the value of the Crown Lands will recommend the equitable claim of the settlers to a remission of a part of the price of their lands in consideration of the work performed by them in opening roads. I should not propose that this should be done except were the roads are reported to have been properly laid out and executed, and the sum to be remitted would be regulated by the extent of the road and the ordinary contract price of the work performed.

Hitherto the revenue derived from the sales of Crown Lands has been inconsiderable, and the extent to which it is occupied by persons without title is generally complained of. In the promotion of this plan of settlement, I anticipate that, with the improvements of the Country, the Revenue will be augmented, and a limitation of the occupancy of the settlers will facilitate the acquisition of titles, which it is as much the policy of the Government as it is advantageous to the people to encourage. In the expectation of a progressive rise in the value of land, the settlers will be anxious to redeem the bonds on their first purchases in order that they may be enabled to bid for the reserved allotments at the public sales.

I have, &c.

(Signed) W. M. G. COLEBROOKE.

#### APPENDIX.

[Enclosure to 103.]

#### REPORT.

(Copy)

To His Excellency Sir WILLIAM MACBEAN GEORGE COLEBROOKE, K. H., Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,—

In compliance with Your Excellency's instructions, I have visited the settlement now opening by the Mechanics and other associations, situated between the sources of the Kennebecasis and Pollet River, and the old road between St. John and Shepody, in the Counties of King's and Westmorland.

The greatest number of the persons forming these associations are Mechanics of St. John, among whom there are some natives of the above Counties who I had encouraged to go into the woods on account of their knowledge of clearing wild lands, which knowledge will be communicated to the settlers from the city.

About three hundred and fifty lots each of one hundred acres, (to be sub-divided) have already been surveyed on one tract, and the settlement will be about twelve miles long and six miles broad.

The land in general is of a good quality, and is covered with beech, birch, and other kinds of hard wood trees, among which is the sugar maple, a tree of much value to the new settler. The tract contains but little pine, and not more spruce or fir than will be required for the use of the settlement. The streams passing through the land offer good sites for mills.

Roads have been reserved between every alternate range of lots, and also a sufficient number of cross roads to secure free communication when the tract becomes thickly inhabited.

A road has been laid out to the middle of the settlement, and I have been able to procure as much labor by subscription as will render it passable for the settlers to carry in their provisions and other supplies during the winter.

It is very desirable that a road should be made from the settlement to the Shepody Road and to the Bay of Fundy. The distance to the Shepody Road will be only six miles, and to the Bay of Fundy the distance is fifteen miles. These roads will allow the settlers to procure fish at a cheap rate in the summer season.

Already a number of persons have commenced making clearances, erecting log houses, &c., and settlers are advancing daily to the place of their future labor. The number of persons desirous of taking up land in this settlement is about two hundred.