
“ New Brunswick.

“ Message to the House of Assembly, 7th February, 1845.

“ W. M. G. COLEBROOKE, *Lieut. Governor.*

“ The Lieutenant Governor lays before the House, the information they require respecting the contemplated Road through this Province to Quebec, referred to in their Address of the sixth instant.

“ W. M. G. C.”

The Documents communicated by the foregoing Message, being read at the Clerk's Table, are as follow :—

ROAD FROM THIS PROVINCE TO QUEBEC.

EXTRACT OF A DESPATCH FROM SIR WILLIAM COLEBROOKE TO LORD STANLEY.

April 19th, 1843.

Referring to my Despatch, No. 18, of March 25th, forwarding Captain Crawley's Report of his Survey of the Line of the projected Canal to unite the Gulph of Saint Lawrence and the Bay of Fundy, I have the honor to report that early in the last Session, I communicated to the Assembly an extract from Your Lordship's Despatch, No. 76, of the 18th June, in answer to the application that the Surplus of the Civil List Fund might be appropriated to the Main Road between Nova Scotia and Canada; I also laid before them the Estimate framed by Captain Crawley, for the Survey which he was authorized to execute, a copy of which I herewith enclose.

To facilitate the Communication between Halifax and Quebec, at present so much retarded, is unquestionably an object of much general importance, both in a Military and Political point of view, but as a work of this magnitude is not likely to be accomplished for a considerable time, from the unaided resources of this Province, it would tend to the introduction of a better system, if the Survey of this Line with proper estimates should be made, under the direction of the Master General and Board of Ordnance, by which Her Majesty's Government would be guided in meeting the applications for assistance that may be made to it. Considering the importance of the work, and the aid that has been afforded to the Canadas in the undertakings in which they are engaged, I still entertain a hope that, if the Legislature should establish a better system, they might be considered entitled to the same assistance.

(Signed)

W. M. G. COLEBROOKE.

EXTRACT OF A DESPATCH FROM SIR WILLIAM COLEBROOKE TO LORD STANLEY.

Fredericton, N. B., 21st April, 1843.

Captain Crawley, of the Royal Engineers, who has been employed in this Province with the leave of the Master General of the Ordnance, having requested my permission to return to Europe, and to be absent until the season may be favorable for the renewal of field operations, I have conceded to his request, and have instructed him to wait on Your Lordship, and to afford to you such explanations as Your Lordship may require from him relative to the projected survey of the main Road between Halifax and Quebec.

(Signed)

W. M. G. COLEBROOKE.

EXTRACT OF A DESPATCH FROM LORD STANLEY TO SIR WILLIAM COLEBROOKE.

Downing Street, 3d July, 1843.

I have to acknowledge the receipt of your Despatch of the 21st April.—So far as I am at present informed, it seems to me out of the question to expect that the expense of the projected new Road from Fredericton to Quebec can be defrayed out of the local funds of New Brunswick or of Canada; and I therefore conclude, that if the work be undertaken at all, provision must be made for it out of Imperial Funds as an Ordnance Service.

As a preliminary step, however, to the final decision of that question, it would be necessary of course to make a survey of the proposed Road.

(Signed)

STANLEY.

EXTRACT OF A DESPATCH FROM SIR WILLIAM COLEBROOKE TO LORD STANLEY.

Fredericton, 26th April, 1844.

I have the honor to enclose to Your Lordship the copy of a Letter I have received from Colonel Holloway, the Commanding Engineer in Canada, and of my answer, on the subject of a Military survey now in progress under his direction, of a line of Road from Halifax to Quebec, and I am gratified to learn, from the examination of the Country, so far as his Officers have already explored it, that it is fertile and well adapted for the formation of Settlements. Indeed from the eagerness already evinced by settlers to enter on the occupation of the land where there is the prospect of a Road being opened, that it will be desirable to take measures for the formation of Settlements during the progress of the work. Colonel Holloway informs me that “ the inhabitants in the vicinity of

Lake

Lake Tamiscouta, &c. are so much on the alert as regards this Road, that Mr. Simmons reports that they are beginning to take up ground on speculation, without waiting for Grants or other formalities, along the line which they see traced."

I beg to draw Your Lordship's attention to the fact stated in Mr. Allan's Report, that 15 per cent. of the Timber cut on the upper country will be lost from destruction in passing over the Grand Falls. The whole quantity cut in the present season has been estimated at 100,000 tons, which at 30s. a ton, would make the loss amount to £22,500, and at 24s., £18,000, and which would be saved by opening the Canal at the Great Falls, which I understand it is in the contemplation of the Military Authorities to effect, but the expense of which would be easily defrayed by a tax or toll on the Timber passing through the Canal.

(Signed)

W. M. G. COLEBROOKE.

EXTRACT OF A DESPATCH FROM SIR WILLIAM COLEBROOKE TO LORD STANLEY.

Fredericton, N. B., July 30, 1844.

Not having received an official Report of the progress made in the exploration of the Line of Military Road from Halifax to Quebec, I enclose to Your Lordship extracts of Letters, &c., from which I entertain hopes that the Country explored will afford great facilities for the execution of this important work, at comparatively small expense, and facilities for the forming of Settlements in the Wilderness Lands which will thus be opened.

(Signed)

W. M. G. COLEBROOKE.

EXTRACT OF A LETTER FROM SIR JAMES ALEXANDER TO SIR WILLIAM COLEBROOKE, DATED MR. DONAH'S, SEVEN MILES BELOW THE FORKS OF THE GASPEREAUX AND SALMON RIVER.

7th July, 1844.

Your Excellency will probably like to hear how we have been progressing during the last month with the exploration and survey of the Line of the Military Road from the Bend, and towards Boiestown, and I now beg to send you a few lines relative to our proceedings.

Where I am now is not on the Line, but 20 miles below it; I came here to day with three men on two rafts or catamarans, (of 4 or 5 short spars each, and propelled by poles,) 13 miles, and seven in a canoe, to find out our second depot of provisions, (our first was at New Canaan Settlement,*) and to see the situations on the Salmon River for bridging it; the rest of the party I left at the "smooth rapids," Salmon River, or 13 miles above the Forks.

Our forest journeying from "the Bend," which we left on the 28th May, was prosperous; we found level country and nearly a straight line for the Road for the 46 miles, the Bend to the Salmon River. We saw good land, some very good, and some indifferent; but generally speaking, many Farms could be established along the Line; and in two or three places large Settlements, that is, of 20 families each, could be formed.

For Road making we found hard materials everywhere; labor is now very cheap in the country, and the average expense of the Road as far as the Salmon River, would be very trifling indeed, say 7s. 6d. a rod, exclusive of the Bridges, at 16½ feet, 22 feet road way, 8 feet ditches, 60 of skirting to admit sun and wind. In some places the extreme would be 6s. 6d. a rod, and in others 15s. where there are old hemlocks and other old trees.

There would be few Bridges, and those required need not be expensive ones; one at New Canaan Settlement, the most so, and £150 would make a good one there; log abutments 25 feet high, stringers, king posts and braces; height of the River 60 feet, rise of freshets 5 feet.

We passed between and avoided two large swampy Savannahs, 4 and 6 miles N.W. of the Mountain Settlement, (a ridge of beautiful hard wood, 7 miles N.W. from the Bend); we skirted some others; but these, though called "Barrens," are very valuable, as they are the sources of the Rivers in the level country we passed through; the moss rests on the rocks, and the whole acts as a great sponge, to collect, retain and give out the water in streams when discharged, a most wonderful arrangement of Divine Providence.

We did not see a single Settler, Lumberman, or Indian, from the Mountain Settlement to the Salmon River, only "a boundless contiguity of shade," with traces in it of Bears, Wolves, Karaboo, Porcupine, Skunk, &c.; we have heard the wild beasts but have not been annoyed by them.

(Signed)

J. E. ALEXANDER.

* I was very much pleased with the New Canaan Settlement, 30 Farms scattered along a fertile Valley, a clear River running through the midst, people moral and religious, no Post Office, Store, Doctor or Lawyer there, no Minister. We had a desperate journey of 12 miles over burnt land to get to it from the Line; on returning I discovered a new Lake.

EXTRACT OF A DESPATCH FROM SIR WILLIAM COLEBROOKE TO LORD STANLEY.

Fredericton, N. B., October 29, 1844.

The Reports made by the Officers engaged in surveying the line for a Military Road through these Provinces not having yet been completed, I enclose to your Lordship an extract of a letter which I have recently received from Colonel Holloway on the subject, together with an extract of one from Lieutenant Simmons, who has just arrived at this place, having completed the operations in which he has been engaged. Lieutenant Simmons has personally examined the whole Line from Quebec to Boiestown; and the observations of Sir James Alexander, forwarded with my Despatch, dated the 30th

30th of July last, relate to the remaining part of the Line from Boiestown to the Bend of the Petitcodiac River, a Port in the Bay of Fundy, where the Line will join the Main Road from Halifax to Saint John.

The inquiries I addressed to Lieutenant Simmons were intended to obtain such preliminary information respecting this important work as would be interesting to Your Lordship, and useful to this Government, in giving effect to the instructions contained in your Despatch, No. 13, Military, of the 3rd of September last, for the early formation of Settlements upon the Line. Your Lordship will observe, that the contiguous lands are very well adapted for this purpose, and when I receive the Reports from Colonel Holloway, no time will be lost in laying out locations in favorable situations.

As the Grant of Land surveyed for the Ordnance at the Great Falls is now in progress, and will be completed without delay, it will facilitate the operations of the Departments to locate Settlers on the vacant Lands in that vicinity, especially as it appears that a number of persons having the means of maintaining themselves in the Wilderness during the Winter, are prepared to take up allotments there; and I will consult with the Executive Council as to the facilities that may be given to the location of Emigrant Families in the Spring of 1845, who may be landed at the Ports of Saint John and Miramichi, as recommended by Lieutenant Simmons.

(Signed)

W. M. G. COLEBROOKE.

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 practised 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 favorable 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. Elliot to take and give Titles to Ordnance Land.

(Signed)

W. E. E. HOLLOWAY.

EXTRACT OF A LETTER FROM LIEUTENANT SIMMONS, R. E., TO SIR WILLIAM 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 Captain 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 or 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. Deedges' 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 for 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.

(Signed)

J. L. A. SIMMONS.

EXTRACT OF A LETTER TO SIR WILLIAM COLEBROOKE FROM LIEUTENANT SIMMONS, R. E. 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 Great 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 shore of the Saint Lawrence to the

the head of Lake Tamisquata, 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 Petitcodiac 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 vallies in the general direction of the Road, or else by so 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 follow:—

Tooledy, Grand, Tobique, and S. W. Miramichi, and in none of these does the bed of the Stream exceed 180 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 is to be regretted that the exploring parties, having been hastily equipped, were not provided with Barometers.

3d. "Whether the Lands favorable 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 Land, 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 fuel remaining on the Seignory Lands, is another reason why Settlers will move back into the wilderness, and it is self-evident that if (as is 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 Tooledy River and a Branch thereof called the Squattick, 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 Fall 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 Lumberers on the upper Saint John and its tributaries, in portaging or hauling all their supplies past the Falls, with the enormous demands for Agricultural 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 reference 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.

Answer.—There would be no difficulty, in an 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 a lift 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 in 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 Little River, being about 16 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, the 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 any probability of their being secured in their property, and some of these are so anxious, that they intend running the risk, and 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 thus 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 skirtings.”

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?”

Answer.—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 Ports 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 Petitcodiac, 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 the New Brunswick Lumberers, who last Winter drew vast supplies by the Tamiscouta Portage, and thence into New Brunswick, no duty being levied.

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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.

(Signed)

J. L. A. SIMMONS.

EXTRACT OF A LETTER FROM LIEUTENANT SIMMONS, R. E., TO SIR WILLIAM COLEBROOKE.

Fredericton, N. B., October 29, 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 effect 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.

(Signed)

J. L. A. SIMMONS.

EXTRACT OF LETTER FROM LIEUTENANT SIMMONS, R. E., TO SIR WILLIAM COLEBROOKE.

Fredericton, N. B., 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 Saint 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, such as 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 follow 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 Timber and clearing of this country, most advantageously to be done by settlements, in which a number of families would find themselves in close proximity to one another.

In these general observations I ought not to omit the valuable Maple Sugaries which exist, and which are of such great importance to the poor settler, not only supplying his own wants, but frequently yielding a sufficiency for sale. These Sugaries are of such extent, and the article is so easily prepared for consumption, that I suggest to Your Excellency the possibility of its being an article of trade. In one instance (between the Golden Farm on the Madawaska and the heads of the Tooquois and Squattick Rivers) I passed for several miles through a ridge of Maple totally free from other timber, with scarcely any underbrush; and it is not uncommon to find several thousand of these beautiful and useful trees on a space not larger than the size of an ordinary farm lot. The Canadians on the shore of the Saint Lawrence are now becoming aware of the value of these Sugaries for domestic use, and come as far as 15 miles into the interior to seek for them, conveying the product of their toil to the nearest settlements on their Lands. Those Sugaries situated within two or three miles from the Saint John and Madawaska Rivers are generally worked, but there are hundreds, I might almost say thousands, of them still untouched.

In consequence of the necessity for Timber passing the Grand Falls of the Saint John in its course to the Port for exportation, the only description of Lumber which can be procured and brought to Market from the Upper Saint John, are the different species of Pine, as it is imagined that such heavy Timber as the hard woods would not float after making the plunge over the Falls. I shall therefore only state that these latter (hard woods) are to be found on most of the streams in abundance. The principal tracts on which the Pines are now to be found extend from the Saint Francis eastward to the Seignory of Lake Tamiscouta. This latter, being private property, has been almost exhausted of Pine Timber. About the heads of the Tooleddy there is some scattered Timber, but not a very large amount. In other parts of the Disputed Territory the Pine Timber is scarcely worth mentioning as a source of Revenue.

Vast quantities of the Spruce Fir, which grows to a great height, and very free from limbs, is of a tough and durable nature, and which will be exceedingly valuable after the more stately and handsome Pine shall have been removed, are to be found on all the streams with which this country abounds.

In travelling through the Lumber woods of New Brunswick, it has been with much regret that I have witnessed the sinful waste of large Timber, caused by the improvident habits of the Lumberers, who throw down the largest trees, in which it is not uncommon to find a slight shake or little imperfection near the root. They then ascertain, by cutting into the tree, where this imperfection ends, and cut it off. They next remove the top below the first branch, or where there may be some fault, according to the Lumberman's notions, who only wishes to make a handsome stick, as he terms it,
and

and perhaps taking 20 or 30 feet in length from the main body, rejects the remainder of a tree, generally 120 feet long, leaving that to rot on the ground, which in fact consists of the best of the Lumber.

Thus is an immense quantity of the most valuable article of trade to the Province, and one of the most useful to mankind, wilfully, and wantonly destroyed yearly, in some cases of a single tree amounting to as much as would make three or four thousand feet of the best and most beautiful boards.

There are moreover a considerable number of trees which are felled, and for some slight fault (almost amounting to caprice on the part of the Lumberer) which would prevent its being made into a handsome stick fit for exportation, are abandoned without even using any portion of them; and all this waste takes place in the heart of a country blessed with an extent of water power and abundant sites for Mills hardly equalled in the world, and which, by giving employment to the lower orders, would thus secure to the country the riches that would ensue from that which is now destroyed to such a sinful extent. Moreover it should be remembered, that in a very few years the whole of the Lumber as now cut in the Province will be exhausted, and it is then that the loss of this principal article of trade will be most severely felt.

The reckless destruction of Nature's gifts is even carried to such an extent as to be acknowledged by any right thinking honest Lumberer as deplorable, and likely to be productive of serious results to the welfare of the Province.

The only excuse that can be offered why Mills are not constructed on the Upper Saint John is the difficulty of conveying small Lumber, such as Boards, Battens, &c., between the Upper and Lower Saint John, and which likewise operates in preventing Spars for Shipping from being sent to the Markets.

Any Legislative enactment, therefore, for preventing this destruction, would appear in some measure to depend on the Navigation of the Saint John being improved; and these remarks further impress on the Government the necessity of a Canal at the Great Falls; but at the same time it occurs to me to suggest that the abandoned Timber could be driven down the River in lengths as Saw Logs.

(Signed)

J. L. A. SIMMONS.

The Honorable Mr. Simonds, also by command of His Excellency the Lieutenant Governor, laid before the House, the following Returns, connected with the University of King's College, at Fredericton, viz:—

List of Professors for the year 1844:

List of Students, resident and non-resident, for the year 1844:

Account of Income and Expenditure for the year 1844.

[See Appendix.]

On motion of Mr. Partelow,

That the House proceed to the Order of the Day of the fourth instant, to go into Committee of the whole in consideration of the several Messages received from His Excellency the Lieutenant Governor, as also the various Documents communicated to the House by His Excellency's commands—

The Order of the Day being read, the House according thereto resolved itself into said Committee.

Mr. Payne in the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported, that the Committee having the several subjects referred to them under their consideration, had passed seven Resolutions; and he having read the same, handed them in at the Clerk's Table, where they were again read, and are as follow:—

1st. *Resolved*, As the opinion of this Committee, That the Messages of His Excellency the Lieutenant Governor of the third February instant, communicating certain Despatches and Documents connected with claims upon the Province for repayment of the cost of certain articles supplied for the use of the Customs Officers at Saint Andrews; also for repayment of advances made by the British Consul at Boston to distressed Seamen, belonging to the brig Halcyon, of Saint John, should be referred by the House to a Select Committee to report thereon.

2d. *Resolved*, As the opinion of this Committee, That the Message of His Excellency of the third February instant, with the Despatch from the Right Honorable the Colonial Secretary accompanying it, recommending an amendment in the Act of last Session establishing the value of certain British Coins in this Province, should be referred by the House to a Select Committee to report thereon, by Bill or otherwise.

3d. *Resolved*, As the opinion of this Committee, That the Message of His Excellency of the third instant, with the Despatch accompanying it, and also the Message of the seventh instant, with the Documents accompanying the same, on the subject of

The question being taken upon the last proposed amendment, the House divided as follows:—

YEAS.

The Hon. Mr. Simonds,	Mr. Allen,
Mr. Boyd,	Hill,
Fisher,	Thomson.
Gilbert,	
Palmer,	
M'Leod,	
Connell,	
Payne,	
J. Earle,	
Smith,	

NAYS.

The Hon. Mr. Hazen,	Mr. Hanington,
The Hon. Mr. Wilmot,	Jordan,
Mr. Partelow,	Botsford,
Scoullar,	J. A. Street,
Barberie,	W. H. Street,
Brown,	S. Earle,
Taylor,	Barker,
Alexandre,	Perley,
End,	Wark,
Stewart,	Rankin.

And it was thereupon decided in the negative.

The question was then taken upon the first proposed amendment, when the House again divided as follows:—

YEAS.

The Hon. Mr. Simonds,
Allen,
Hill,
Boyd,
Gilbert,
Fisher,
Thomson,
Palmer,
Connell,
Payne,
M'Leod.

NAYS.

The Hon. Mr. Hazen,	Mr. Botsford,
The Hon. Mr. Wilmot,	Jordan,
Mr. Barberie,	J. A. Street,
Brown,	Scoullar,
Taylor,	W. H. Street,
Smith,	S. Earle,
Alexandre,	Barker,
End,	Perley,
Stewart,	Wark,
Hanington,	Rankin.
Partelow,	

And it was also decided in the negative.

The question was then taken upon the original Resolution, when the House again divided as follows:—

YEAS.

The Hon. Mr. Hazen,	Mr. Hanington,
The Hon. Mr. Wilmot,	Taylor,
Mr. Barberie,	Alexandre,
Partelow,	Brown,
Stewart,	Smith,
End,	Botsford,
Scoullar,	Barker,
Jordan,	Perley,
J. A. Street,	Palmer,
W. H. Street,	Wark,
S. Earle,	Rankin.

NAYS.

Mr. Fisher,
Hill,
Boyd,
Gilbert,
M'Leod,
Connell,
Payne,
Allen,
Thomson.

And so it was carried in the affirmative.

The Resolution, as passed, was then read from the Chair, and is as follows:—

Resolved, That the present Executive Council in this Province do not possess the confidence of this House nor of the Country at large."

A Message from His Excellency the Lieutenant Governor.

The Honorable Mr. Simonds, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, delivered the following Messages:—

"New Brunswick.

"Message to the House of Assembly, 20th February, 1845.

"W. M. G. COLEBROOKE, *Lieut. Governor.*

"The Lieutenant Governor, referring to his Message of the seventh instant, lays before the House, the copy of a Communication he has received from the Colonel commanding the Royal Engineers, relative to the means required for keeping open the Road through this Province to Quebec, and he requests the early attention of the House to this important subject.

"W. M. G. C."

The

The Document accompanying this Message, being read at the Clerk's Table, is as follows :—

MILITARY ROAD FROM HALIFAX TO QUEBEC.

(Copy)

Royal Engineer Head Quarter Office,
Montreal, 8th February, 1845.

SIR,—I have the honor to submit for the consideration of His Excellency Sir William Colebrooke, the subject of the future means of keeping up the proposed Military Road between Quebec and Halifax, which His Excellency may think it desirable to be arranged as far as possible before Grants of Land on the Route be conceded. If it be proposed to bring these repairs under the Provincial Statutes, a long time must elapse before they can operate effectually, and, in the meantime, confusion and difficulties would arise as to the portion of expense to be defrayed by the Imperial Government; and as I shall be desirous of giving correct estimates on the subject, as soon as His Excellency may have matured his propositions, I shall feel much obliged by a communication from you on this subject.

If the repairs be made by Military means, it might, perhaps, be thought advisable by His Excellency, that a Provincial Corps be stationed on the Line for that purpose; or, if by Provincial Laws, that Grants of Lands, at intervals, be given to responsible individuals, under stipulation of keeping such intervals (say five miles) in repair for certain periods, under certificate of a Military Engineer that such repairs have been efficiently performed.

I have, &c.

(Signed)

W. C. E. HOLLOWAY,
Colonel Com. R. Engineers.

The Provincial Secretary, &c. &c. &c., Fredericton.

“New Brunswick.

“Message to the House of Assembly, 20th February, 1845.

“W. M. G. COLEBROOKE, *Lieut. Governor.*

“The Lieutenant Governor lays before the House, copies of the Documents relating to the College, called for by their Address of the first instant, so far as they can be found on the Public Records.

“W. M. G. C.”

A Communication from Alfred Reade, Esquire, which accompanied this Message, being read at the Clerk's Table, is as follows :—

COLLEGE.

Fredericton, N. B., February 19, 1845.

SIR,—I have the honor to inform Your Excellency, in reference to the Address of the House of Assembly of February 1st instant, calling for copies of certain papers connected with College Lands, that copies of the several Grants and of the Petition of surrender of John Saunders, and 29 others, have been prepared in this Office, and a plan exhibiting the Lines and Bounds, &c. as required, has been furnished by the Surveyor General, but that there is no record of the Charter of the late College of New Brunswick, nor of the Petition of the Governor and Trustees on the surrender of their Charter.

A printed copy of the Charter has been found endorsed by the late Provincial Secretary, but there are no means of ascertaining whether this be an authentic document.

I have the honor to be, Sir,
Your Excellency's most obedient servant,

A. READE.

His Excellency the Lieut. Governor, &c. &c. &c.

“New Brunswick.

“Message to the House of Assembly, 20th February, 1845.

“W. M. G. COLEBROOKE, *Lieut. Governor.*

“The Lieutenant Governor lays before the House, an Abstract of the Reports which have been received from Commissioners of Bye Roads.

“W. M. G. C.”

“New Brunswick.

“Message to the House of Assembly, 20th February, 1845.

“W. M. G. COLEBROOKE, *Lieut. Governor.*

“The Lieutenant Governor lays before the House, a Report from the Commissioners of Light Houses.

“W. M. G. C.”

[See Appendix.]