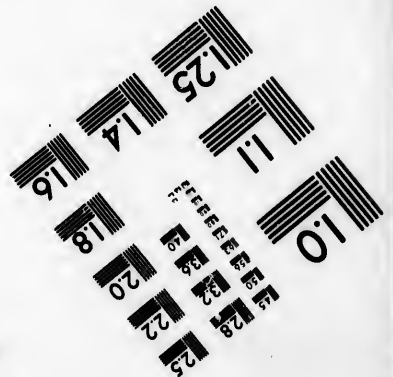
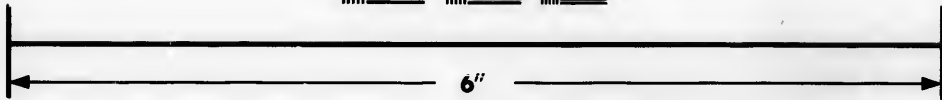
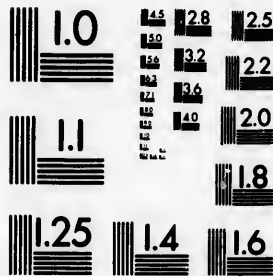


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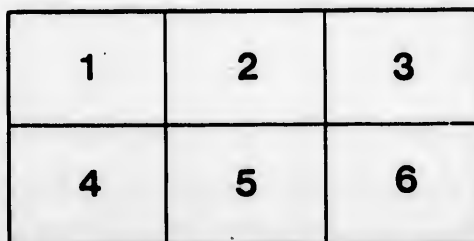
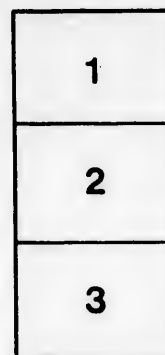
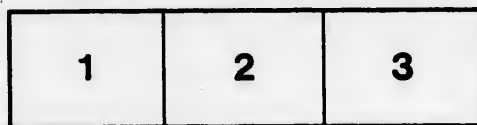
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THE

BRITISH AMERICAN LAND COMPANY.

Incorporated by Royal Charter & Act of Parliament in 1834.

Possessing Large Tracts of Cleared and Uncleared
Lands for Sale, in the Eastern Townships of
Lower Canada.

THE Province of Canada, the most important as well as most advanced in local self-government of all the Colonies of Great Britain, is now well-known to all classes of persons as presenting a most eligible field for emigration. She does not, it is true, share in the exciting race after gold offered by Australia, but she holds out the more solid advantages of comfortable subsistence to the Farmer, the Mechanic, and the Labourer, under a well-organized Government, having widely spread *Municipal Institutions, excellent Free Schools* throughout the length and breadth of the land, abundant means of *Religious Instruction* for all shades of opinion. But although Canada, as a Province of the British Empire, is thus favourably known, and has consequently attracted a large class of industrious Emigrants to her shores, the practical advantages of this influx of population have been hitherto almost exclusively given to that portion of the Province bordering on the great lakes, known as the Upper Province, or Canada West.

The Lower Province has been looked upon in the light of a French Colony only, governed by French laws, speaking the French language, and having, therefore,

but little in common with English, Irish, or Scotch Emigrants.

This pamphlet is therefore now issued to show that apart from this French element, and totally distinct from it in laws, language and institutions, the district known as the "EASTERN TOWNSHIPS OF LOWER CANADA" offers advantages to Emigrants of British origin, whether as respects situation, salubrity, or fertility, in no way inferior to any portion of the world, whilst, in some respects, it has advantages, as for instance in its unrivalled water-power for manufacturing purposes, unknown to the hitherto more sought-after Western Province.

That these advantages should only recently have become apparent arises from the fact that it is only recently that the formation of the *Grand Trunk Railway* has enabled the population of the *Eastern Townships* to compete for the supply of the markets of the large cities Montreal and Quebec on the St. Lawrence, whilst a treaty of reciprocity between the United States and Canada has at the same time opened up the large, steady, and excellent markets of Boston and the New England manufacturing cities, the population of which, owing to the encouragement given to native manufactures, has increased so rapidly that the territory of New England itself, only moderately fertile at the best, is now by no means adequate to the supply of its own wants. The immediate proximity of the Eastern Townships gives them advantages in this competition over all other districts.

To the intending Emigrant, the knowledge that such a district still lies open to him is the more important, as the price of land in the productive and accessible part of Western Canada has risen to almost an European standard, whilst, as yet, in the Eastern Townships the

advance is very little beyond the price obtained before the completion of the Railroad.

The situation and number of these Townships will now be shown, before proceeding to a more detailed description of the country, and an enumeration of its special advantages.

SITUATION AND NUMBER OF THE TOWNSHIPS.

This interesting and beautiful country lies south of the River St Lawrence, between Quebec and Montreal, at the back of the Seigniories, or so-called French country, which borders the river. The Townships are comprised between the 45th and 47th degrees of North Latitude, and the 70th and 73rd degrees of West Longitude, thus being considerably south of any part of England. They adjoin and are immediately north of the States of Vermont and New Hampshire, through which they have access by Railroad to the Atlantic cities of Portland (155 miles), Boston (226 miles), and New York (375 miles)

The number of Townships is eighty, containing about One hundred square miles, or Sixty-four thousand acres each, forming a total of upwards of Five millions of acres of land. They compose the District of St. Francis, and part of the Districts of Montreal, Quebec, and Three Rivers, and are further divided into the Counties of Megantic, Missisquoi, Drummond, Arthabaska, Wolfe, Shefford, Stanstead, and Compton. The four last mentioned are those which at present offer the best prospects to the enterprising Settler: they are generally well adapted for cultivation, the waste lands being in very small proportion; and although the features of the country are such as to present the most varied and picturesque

scenery, they in few cases only preclude the free use of the plough.

THE GRAND TRUNK RAILWAY *now opens up the whole country, making every part of it accessible to good markets.* This important line, having one extremity at Portland in the United States—a seaport wholly free from ice at all seasons—runs thence directly to Montreal through the heart of the Townships, *viâ* Sherbrooke the District Town, with a branch also to Quebec from Richmond, a station twenty-four miles west of Sherbrooke.

By means of this Railroad the Emigrant can, within four hours of his landing from the ship at Quebec or Montreal, be at Sherbrooke, in the heart of the Townships—in the midst of select land for his intended settlement. He can obtain his supplies of clothing, hardware, &c., as required, at Montreal or Quebec, where they can be had cheaper than at any other point on the Continent. And at the same time having, as shown above, immediate access by railway to the great manufacturing and commercial districts of the United States, as well as to the best Canadian markets, the disposable produce of the Settler can be sold at the very highest rate, and subject to but a small charge for transport. An inspection of the accompanying map will satisfy any inquirer as to the very superior position in which the farmer in the Eastern Townships is now placed, both as respects the sale of his produce and the purchase of necessaries—realising the great desideratum of “buying in the cheapest, and selling in the dearest market.”

SHERBROOKE,

Which is the District Town, returns one member to the Provincial Assembly, as does also each county in the Townships. The Courts of Law are held here. The

British American Land Company are the proprietors of the whole of the unbuilt portion of the town, as well as of the unrivalled *water-power* which is formed by the falls of the river Memphramagog at its junction with the St. Francis. The population is about 5,900.

Though the population of Sherbrooke is as yet not large, it is characterised by a spirit of enterprise and energy suited to the exigencies of a new country. There are a Woollen Factory, Paper Mill, Pail and Tub Factory, two Machine Factories, Grist and Saw Mills, Iron Foundry, Mechanics' works of various descriptions, all driven by water-power. Indeed, such are the extent and adaptability of this power in Sherbrooke, that the whole of the present population of Canada might be fully supplied by it with every description of machine-worked manufacture they require. The British American Land Company sell or lease building lots, and in every way encourage the prosperity of the place. Sherbrooke is the principal way-station of the Railroad between Montreal and Portland.

LENNOXVILLE,

In the neighbourhood of Sherbrooke, at the distance of three and a half miles, is one of the prettiest villages in this or any other country. It lies at the junction of the River Massawippi with the St. Francis. It contains some picturesque residences, and is further embellished with the buildings of the University of Bishop's College, an Institution equal to any on this Continent.

STANSTEAD

Is a large village, handsomely built, within about a mile of the American frontier; and the Settler will perceive, in the flourishing farms and opulent-looking buildings

of the surrounding country, sufficient evidence of what the Eastern Townships must generally become. The Township of Stanstead offers but few unimproved farms for sale. It contains about 70,000 acres, with a population of from 6,000 to 7,000.

COMPTON.

This Township and village (twenty miles north of Stanstead, and thirteen distant from Sherbrooke) will particularly please the stranger, and has already attracted many English families.

MELBOURNE AND RICHMOND

Are two charming villages on the St. Francis, the latter being the point of junction for the Quebec Branch of the Grand Trunk Railway. The country around is exceedingly fertile, and the farms show a high state of prosperity.

SUPERIORITY OF THE EASTERN TOWNSHIPS.

The ready accessibility to markets has been cited above; but in addition the following may be enumerated as the *Special Advantages* which this favoured district may incontestably claim for the settlement of Emigrants of any class whatever.

1. SALUBRITY AND GENERAL HEALTHFULNESS OF CLIMATE.

2. ADAPTABILITY TO MANUFACTURING PURPOSES.

It lays claim in addition to equal advantages with Western Canada for abundance of all kinds of employment to Mechanics, Artisans, and Labourers; but attention is particularly directed to the following statements of facts illustrating the *special advantages* alluded to.

1. SALUBRITY AND GENERAL HEALTHFULNESS OF CLIMATE.

Fever and ague, so prevalent in other parts of Canada, are altogether unknown in the Eastern Townships, and excepting in one or two minor instances they have never been visited by any epidemic or endemic disease of virulent character. Cholera has never entered the Eastern Townships, and these facts alone will undoubtedly weigh with every right-thinking man in his selection of a settlement for his family.

The following quotation from a Prize Essay on Canada, by Alexander Morris, Esq., A.M., Barrister-at-Law, will be convincing as to the duration of life in the Townships:—"The climate of Canada is favourable to health and longevity. In 1851, there were in Lower Canada, over 100 years of age, 38 persons; between 90 and 100 years, 417; between 80 and 90, 3,030; between 70 and 80, 11,084; between 60 and 70, 24,095.

"In Upper Canada, in the same year, there were over 100 years of age, 20 persons; between 70 and 80, 7,156; between 60 and 70, 20,266; so that the balance is in favour of Lower Canada, as regards the longevity of its inhabitants, and is doubtless to be referred to the greater comparative dryness of the atmosphere."

The Canadian winter is well known to be long and severe; the difference between this season in Eastern and Western Canada consisting, however, principally in the weather being in the former more steady and less interrupted with thaws and rains than in the latter district. So far as regards farming operations, no important difference exists; as in both cases the ground is frozen and covered with snow, affording no food for cattle, and suspending all vegetation. In extreme Western Canada, the spring opens a fortnight earlier than in

the Eastern Townships, a difference which is considered to be far more than compensated in the excellent roads which the Lower Canadian has been blessed with during those months in which he has to market his produce, procure his stores, and prepare for the ensuing year's operations. In these Townships the snow usually falls about the 20th of November, and remains to the 1st of April, during which interim there are but few days when out-door work, in clearing land, making pot-ash, procuring fencing or building materials, cannot be comfortably or healthfully performed. On the opening of spring, vegetation proceeds with astonishing rapidity, and in the course of a few weeks the whole aspect of nature is changed from dreary winter to the gay summer of the south of France—the inactivity which has characterised the past months must now be thrown aside, and the different field operations of agriculture call for the exertion of the best energies of the farmer.

2. ITS ADAPTABILITY TO MANUFACTURING PURPOSES consists in its unrivalled water-power. The nature of the country being undulating, with beautiful rivers traversing every valley, with occasional rapids in their course, gives rise to this most beneficent of powers to a new country. In every Township, saw and grist mills supply the wants of the Settler in the production of flour, and the furnishing him with timber for building, at a low cost; and those only can appreciate the full advantages of such a state of things who have seen the shifts which people are driven to in flat, level countries, without any running streams; but it is not in these small running streams alone that the Eastern Townships are rich. Many of the larger rivers, the St. Francis for instance, with its head waters in the lake of the

same name, and fed by other streams, the outlets to other lakes, are capable by a judicious outlay of capital of giving employment to thousands of persons forming large manufacturing towns, giving thus a *home market* far more valuable from its security than any foreign market can be.

ABUNDANCE OF WATER, BEAUTY OF COUNTRY, AND ADAPTABILITY FOR CULTIVATION.

As may be gathered from the foregoing the supply of water, that great essential to health and comfort, is most abundant. The lands overflow with springs and brooks, the farmer not being obliged, as elsewhere, to dig for water, being able in most instances to supply his house and farm buildings by a very small outlay for bored wooden pipes. Several rivers traverse the district, which, beside their excellent varieties of fish, afford as above noticed many valuable mill-sites. The River St. Francis and its tributaries (the Salmon River, the Eaton River, the Coaticook, the Massawippi, the Memphramagog, &c.), the River Nicolet, the east branches of the Yamaska, the Becancour, and the Chaudiere, with numerous lakes, some of which are of considerable extent, afford their natural advantages to every one, free of any restriction. Amongst the lakes, that of Memphramagog, situate sixteen miles from Sherbrooke, ranks first for beauty of scenery, combined with utility. It is the head waters of the river of the same name, which, by its junction with the St. Francis, at Sherbrooke, affords the splendid water-power at this latter town. It is forty-five miles in length, by an average width of from one and a half to two miles, and the scenery, in its combination of mountain and water, its

wild forests and cleared farms, surpasses even the English lakes in beauty. Its shores are annually visited by tourists from the cities of Canada and the United States, seeking health and relaxation in its pure mountain breezes from the toils and turmoils of city life. The immediate vicinity of Sherbrooke is rich in beauty of this description. Lake Massawippi, at a distance of twelve miles, being but little inferior to Memphramagog itself; and others, again, disputing the palm with Massawippi.

INCREASING VALUE OF LAND.

It is well worthy the regard of intending Emigrants, that, as yet, properties in the Eastern Townships may be purchased at a small advance on their selling price, established before the construction of the Railroad, and at a very low figure as compared not only with European prices, but even as compared with those of Western Canada. It is true, this state of things cannot continue long after public attention is directed to the Townships; but, for the present, it is an important consideration for a purchaser, that he is making his selection from properties which must necessarily augment rapidly in value.

The rapidity with which the value of land has attained an European standard in Western Canada, has resulted from the advantages which that country has long enjoyed of convenient and ready markets. These advantages being now equally shared in by the Eastern Townships, there can be no doubt that similar results will follow there, and that the same prosperity which now characterises the West must soon be felt, to a like extent, in the East.

PRINCIPAL EXPORTS.

The principal exports have hitherto been horned cattle, horses, sheep, pork, lard, tallow, butter, cheese, pearl and pot ash, the last of which is manufactured by the Settler in the progress of clearing his land, affording an early return for his labour, and the means of procuring supplies of provisions and necessaries for continuing his improvements.

CHARACTER OF POPULATION.

The present population of the Eastern Townships consists mainly of Emigrants from Great Britain and the United States, speaking the English language, and governed by English laws. Municipal institutions are also in successful operation, whereby the people have the entire control of their own local affairs.

(For Terms of Sale, see next page.)

Terms of Sale.

THE BRITISH AMERICAN LAND COMPANY
OFFER THEIR LANDS FOR SALE, AT SUCH PRICES AS
MAY BE AGREED UPON, ON APPLICATION TO THEIR
COMMISSIONER OR AGENTS IN THE EASTERN TOWNSHIPS.

THEIR Terms of Sale vary according to circumstances—the principal object being to secure an industrious and thrifty class of Settlers.

A small payment at the time of sale is usually demanded to insure that the application is made in good faith; and time is given for the payment of the balance of the purchase-money.

The price of Land varies from **Ten Shillings to Twenty Shillings** per acre, but the average price of good Farming Land is about **Twelve Shillings and Sixpence** per acre.

Improved Farms, with Buildings complete, may be purchased in any part of the EASTERN TOWNSHIPS, at from **£200 to £750** for a lot of **200** acres.

Town Lots, in **SHERBROOKE TOWN**, for trade or manufacturing purposes, may be obtained at from **£30 to £50** per quarter-acre building lots, or rented, with water-power for manufacturing purposes.

Although private lands in the Eastern Townships are rapidly rising in price, the **BRITISH AMERICAN LAND COMPANY** have not as yet proposed any alteration in the

liberal terms on which they have hitherto sold their wild lands, but prefer encouraging the settlement of a respectable class of Emigrants, that this country may thus be more speedily and generally appreciated.

MEANS OF ACCESS TO THE EASTERN TOWNSHIPS.

The Grand Trunk Railway Company of Canada have made such arrangements that Emigrants can for one payment obtain tickets that will enable them to travel from London, Liverpool, or other port of embarkation, to their destination in Canada, without any additional charge, beyond that for provisions while on land. Emigrants are strongly recommended to avail themselves of the facilities afforded by the through-ticket arrangements of the Grand Trunk Railway Company, by means of which passengers secure the free transmission of their luggage, within reasonable limits as to weight and dimensions, from the port of departure to their destination, and avoid many impositions and incidental expenses that might otherwise occur to them.

**** For Information as to Through-Tickets, see next page.*

THROUGH-TICKETS TO SHERBROOKE,

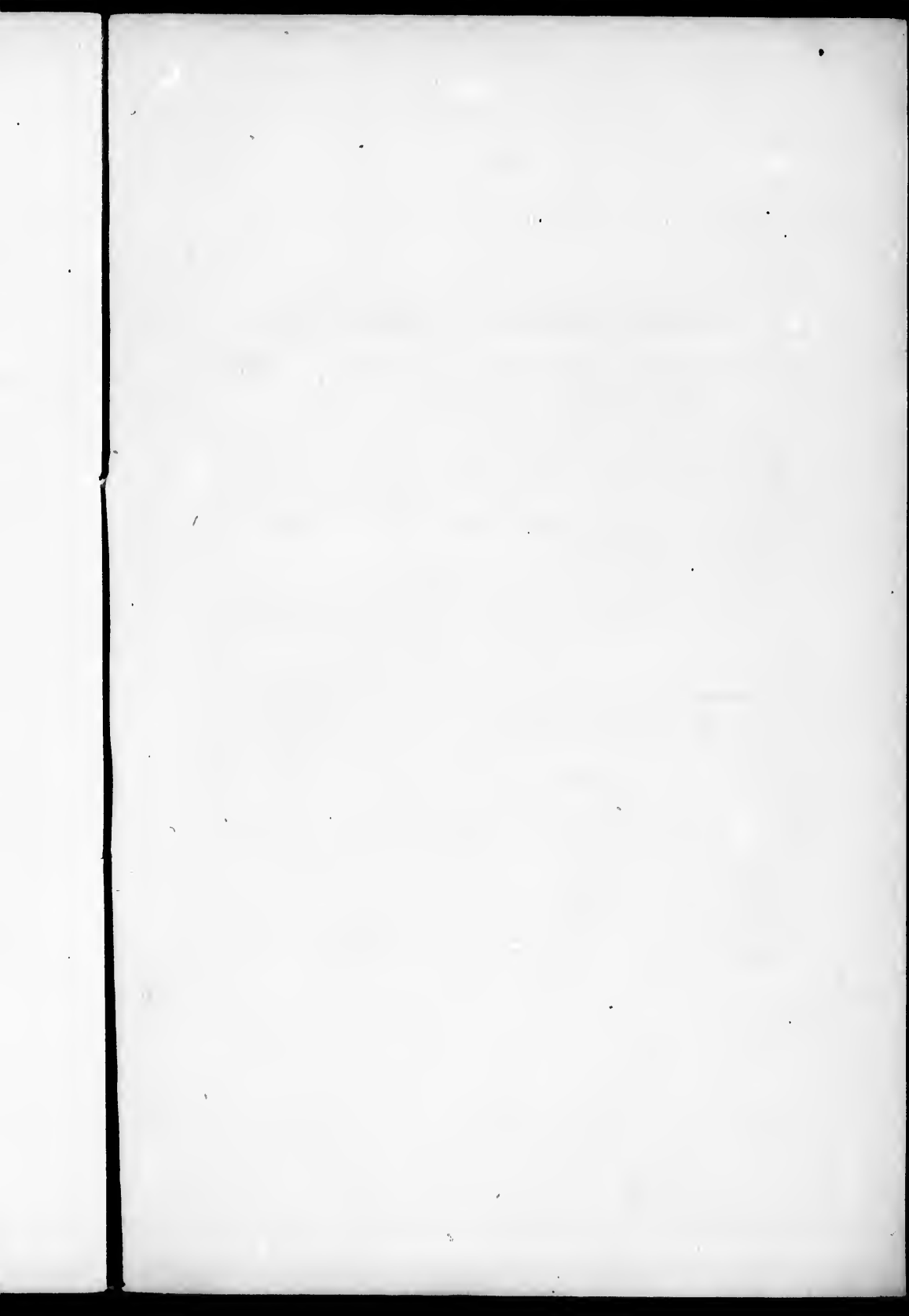
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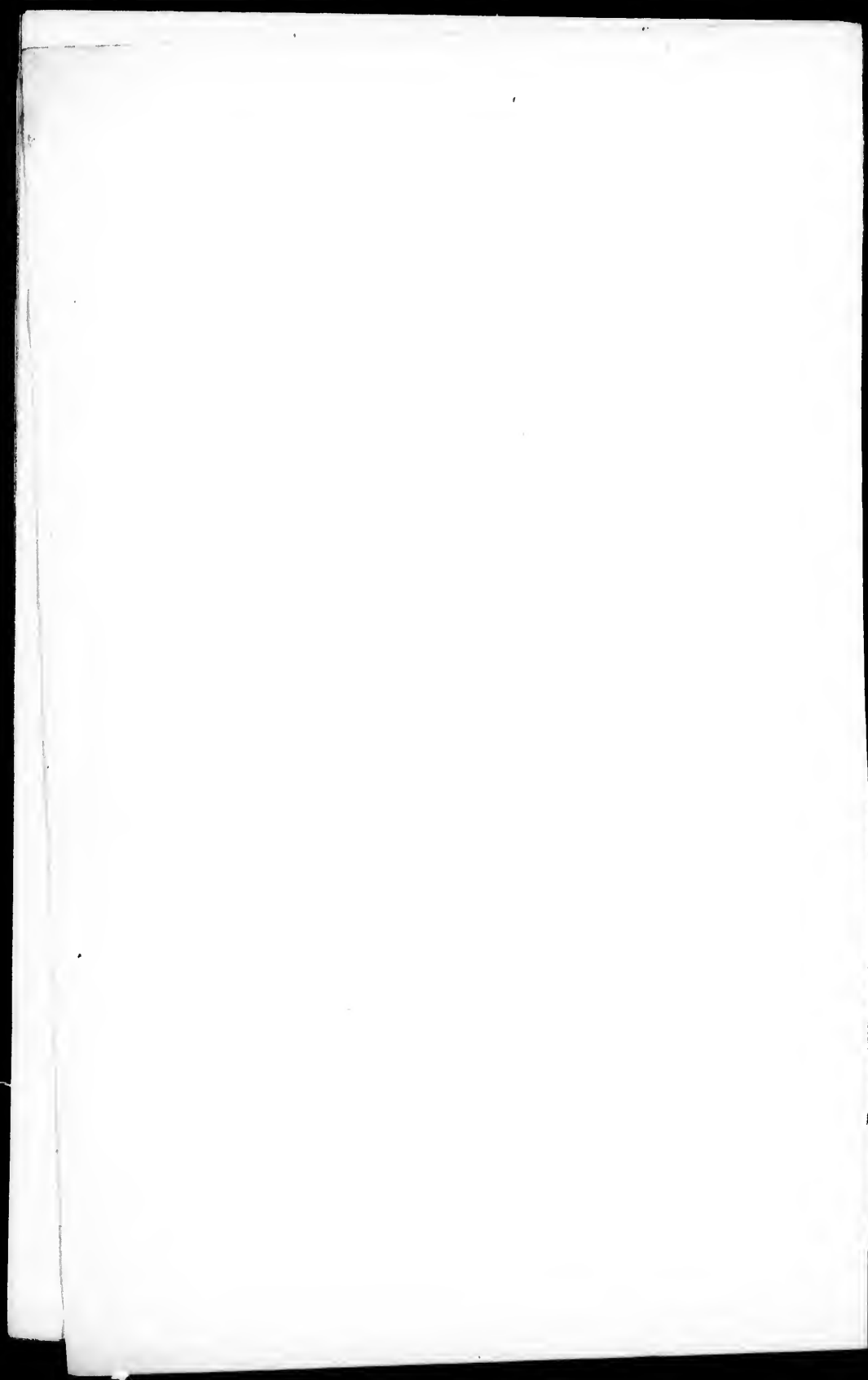
Persons desirous of securing THROUGH-TICKETS to SHERBROOKE may obtain them at the GRAND TRUNK RAILWAY COMPANY'S Office, 21, Old Broad Street, London, E.C.; or of the several Agents at the outports, on the following terms:—

To SHERBROOKE from	Chief Cabin and 1st Class Railway.	Forward Cabin and 1st Class Railway.	Steerage and 3rd Class Railway.
	£ s. d.	£ s. d.	£ s. d.
LIVERPOOL.....	19 8 0	16 5 0	7 12 0
GLASGOW	14 3 0	7 17 0	6 11 0
LONDONDERRY	14 3 0	7 17 0	6 11 0

*** Children at reduced rates.

Application on arrival at SHERBROOKE should be made to R. W. HENEKER, Esq., the COMMISSIONER of the BRITISH AMERICAN LAND COMPANY, at their Chief Office, where the fullest information will be obtained, and every facility afforded for a careful inspection of the Lands.







1862.

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Esq.

ASHIAN, Esq.

Esq.

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THE MESSRS.

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AGENTS.

CHARLES DUNHOFF, Esq.

COMMISSIONER IN CANADA.

R. W. BENEKE, Esq., *Inspector, Customs Dept.*

SECRETARY.

MR. A. H. BROWN.

LONDON OFFICES.

114, NEW BROAD STREET, E.C.

