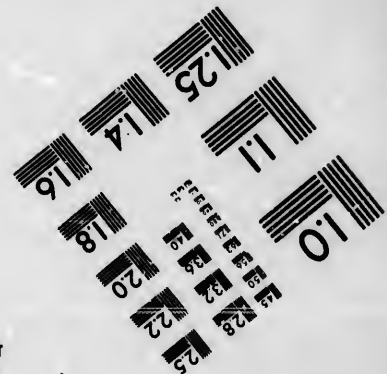
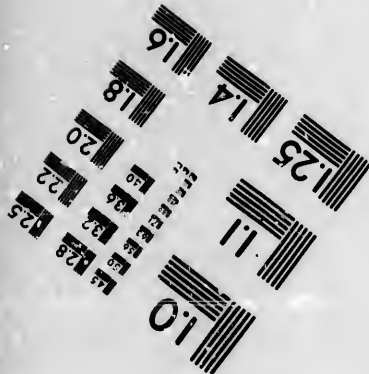
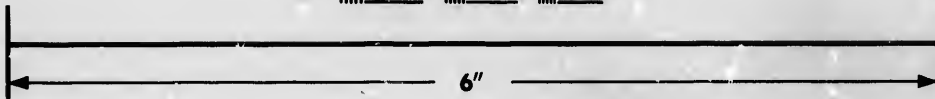
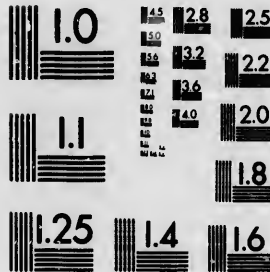


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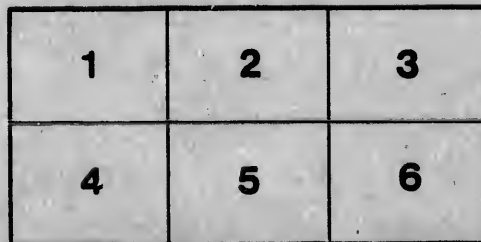
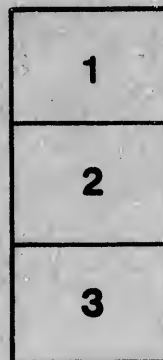
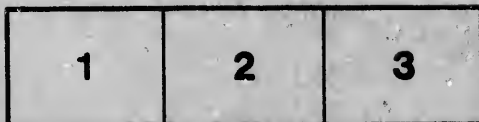
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REPORT

OF

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James
MR. BROWN'S MISSION 1790-1870

TO

GREAT BRITAIN AND IRELAND,

FOR

THE PROMOTION OF EMIGRATION

TO

NEW BRUNSWICK.

FREDERICTON :

PRINTED BY G. E. FENETY, AT THE ROYAL GAZETTE OFFICE.

1863.

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1863.

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EMIGRATION.

Report of Mr. Brown's Mission to Great Britain and Ireland, for the promotion of Emigration to this Province.

To His Excellency The Hon. ARTHUR HAMILTON GORDON, C. M. G., Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

Having been appointed Emigration Commissioner, and in that capacity ordered to proceed to Great Britain and Ireland, for the purpose of giving correct information with regard to the capabilities of this Province and its fitness for a home for Emigrants; and having attended to that service, I now beg leave to present to Your Excellency the following Report:—

In accordance with instructions received from the Honorable the Provincial Secretary, I obtained Letters of introduction to Clergymen, Shipowners, Merchants, and other respectable persons in the Mother Country, and taking with me a large trunk filled with the Prize Essays, Professor Johnston's Reports, Perley's Handbooks, and a number of Maps of the Province, all of which I obtained from Robert Shives, Esquire, Emigration Officer at Saint John, I went to Windsor by water and thence to Halifax by rail, and on the evening of Thursday, 22nd August 1861, embarked in the Steamer Europa, and after a pleasant passage of nine days and a half arrived safely in Liverpool.

I was directed to proceed to Glasgow with the least possible delay, as the field of my first operations, and on the 4th of September left Liverpool in the Cars and reached Glasgow the same evening.

After calling on a number of Gentlemen to whom I had letters of introduction, and making particular enquiry with regard to a vessel which left the Clyde with passengers for Saint John a few months before, I made arrangements to Lecture in Glasgow at a future time, and so crossed the country to Dundee.

I sailed from Dundee to New Brunswick in the year 1810, and returned after an absence of nearly fifty two years. I found that the appearance of the country, and the people too, was much improved and greatly changed. Every thing indeed seemed strange except the River Tay, the Sidelew Hills, Broughty Castle, the auld Steeple, and the Forfarshire tongue.

I lectured in Dundee, Broughty Ferry, Carnoustie, Arbroath, Montrose, Brechin, Forfar, Glamis, Charleston, Inverarity, Letham, Kerrimuir, and Meigle, and returned to Glasgow, where, by the assistance of the late lamented Dr. Smith of the Examiner, Mr. Rennie, and others, I obtained the use of a commodious Hall which was filled with attentive hearers.

I was preparing to leave for Belfast, when I received a Letter from the Honorable Mr. Tilley, desiring me to meet him in Liverpool, where he expected to arrive on the 10th of November. I therefore went on towards the Border, and passing through the land of Burns, lectured in the Town of Ayr.

I had the good fortune to meet Mr. Tilley in Liverpool, and with him a number of acquaintances; and after reporting progress, and receiving additional instructions, set out for Ireland by the way of Holyhead. On the 12th of November I crossed the Channel in the Steamer Connaught, and arrived in Dublin in the evening.

I lectured in Dublin, Cork, Clonmel, Waterford, Kilkenny, Athlone, Galway, Dundalk, Newry, Belfast, and Newtonards, but was unable to find a place in Drogheda, where I remained two days, all the Halls having been previously engaged.

From Belfast I returned to Glasgow, and lectured in Edinburgh, Musselburgh, Haddington, Dunbar, Berwick, Kelso, Galashiels, Melrose, Burntisland, Kirkcaldy, Dysart, Saint Andrews, Cupar, Dumferline, Aberdeen, Banff, Elgin, Inverness, Blairgowrie, Dunkeld, Aberfeldy, Perth, Stirling, Lanlask, Shiskin, Dumfries, Newton-Stewart, and Stranraer.

I was ordered to London as one of the Commissioners for the New Brunswick Department of the International Exhibition, and remained there five days. After that I lectured in Grantham, Newark, Bennington, Doncaster, York, and Durham. I arrived at Newcastle, June 23rd, and began to prepare to lecture there, but finding that there were to be races and sports and a general suspension of business for three days, I left for Carlisle, and there delivered my last lecture on Wednesday evening the 25th of June.

By the instructions I received before I left the Province, I was forbidden to enter into any arrangement for the passages of Emigrants, or to incur any liability, either on my own part, or on behalf of the Government; and at the same time directed to furnish intending Emigrants with all the necessary information relative to the best modes of conveyance to the shipping ports, and thence to New Brunswick; to visit market towns and agricultural districts, and deliver addresses on the agricultural capabilities and other resources of the Province; its soil, climate, &c., and the conditions on which Emigrants and others can obtain lands; to give special attention to inducing farm labourers and agriculturists with some capital to come, and also a limited number of mechanics. I was directed to report my proceedings to the Government from time to time, with my opinion of the propriety of sending additional Agents.

In accordance with those directions, my first step on entering a City or a Town, was to engage a suitable Hall or Lecture Room; then to procure a sufficient number of printed bills, setting forth the time, place, and object of my address; to see the large bills properly posted and the small ones distributed. The Hall was invariably inspected, and a Map of the Province put up therein on the afternoon of the appointed day. Eight o'clock in the evening was the common time of commencement; the lectures were all delivered extempore, and occupied an hour and a half to two hours; at the close of each I exhibited a bundle of printed publications, consisting of Prize Essays, Professor Johnston's Reports, Mr. Perley's Handbooks, Dr. Sweeney's Letters on Colonization, and the Government regulations for the sale and settlement of the wilderness lands. Those publications were in a few instances distributed on the spot, but they were generally delivered to some respectable person for that person named, and deposited in the School Library, Reading Room, or Mechanics' Institute, for public information. Of the eight maps which I got from Mr. Shives, seven

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were from time to time handed over with the Essays, as they got partly worn out. I gave the last one to Captain Watters of New Glasgow in Nova Scotia, who came passenger with me to Halifax.

It was difficult and costly to get up a lecture in a large City, there were so many meetings and gatherings every night. The charge for Lectures Rooms varied from three guineas to half a crown, and in a number of cases I obtained a Hall on the payment of a small gratuity to the servant entrusted with the key, and in one case (at Letham in Scotland,) where I had a large audience, the money which I paid on the preceding day was returned at the close of the lecture.

Sometimes I had an audience of five or six hundred, and in Glasgow of nearly a thousand, and at other times of not more than one hundred. But many or few I was listened to with close attention. Editors or Reporters were generally in attendance, and in every instance that I know of spoke favorably of my lectures.

This fact had been noticed by the Provincial Secretary some months after my departure, and when we met at Liverpool, he directed me to lecture in the large Towns and Cities in Ireland, in order, through the newspapers, to give publicity to my description of the country.

My principal duty under the instructions was to furnish correct information, and I hope it will be admitted that I have been successful; for from the lectures themselves, and the newspaper notices, and the distribution of the printed documents, there must now be in many parts of Great Britain and Ireland, a great deal of knowledge of the character and capabilities of our Province.

Of the Newspapers which noticed those lectures, I beg leave to name The Dundee Advertiser, and Courier, The Glasgow Examiner, The Scotsman, The Edinburgh Daily Review, The Dublin Freeman's Journal, The Belfast Northern Whig, The Arbroath Guide, The Waterford News, The Cork Herald, The Fifeshire Journal, The Fife Herald, The Haddington Courier, The Stirling Observer, The Perth Advertiser, The Banff Journal, The Elgin Courier, The Northern Ensign, The Galloway Post, The Tipperary Free Press, The Galway Express, The Dumfries Courier, two Aberdeen papers, The Border Advertiser, The Ayr Advertiser, The Blairgowrie Advertiser, The Carlisle Journal; besides these there are several others, the names of which I do not at present recollect.

In obedience to the orders received to make reports of my proceedings from time to time, I wrote to the Honorable the Provincial Secretary from Glasgow on the 5th of September 1861, and from Glasgow again on the 25th of October; met Mr. Tilley in Liverpool and made further report on the 11th of November; wrote to him from Dublin on the 19th, and from Waterford on the 21st; from Clonmel on the 3rd of December, from Kilkenny on the 16th, from Edinburgh on the 24th of January 1862, from Cupar on the 19th of February, from Edinburgh on the 3rd of March, from Galashiels on the 20th, from Liverpool on the 24th of May, from Grantham on the 5th of June, and from Saint John on the 14th of July.

I was directed to gather what information I could with regard to passages, and to communicate the same to enquirers. I did so, and corresponded with many persons on the subject.

When in Glasgow I became acquainted with a Mr. Rennie, of the Firm of J. Reid & Co., who informed me that my lectures and the documents left with him had enabled him to muster a company of passengers, and to send them to Saint John from the Port of Londonderry

early last spring, about one third of whom went from Glasgow. He said he had another company partly engaged, and intended to send them from Londonderry also.

I became in some measure acquainted with the Firm of "Handysides & Henderson," who, as well as J. Reid & Co., do business as Shipping Agents. They informed me that they intended to send a ship from Glasgow to Saint John with passengers about the middle of May, and I obtained from them a number of bills which I distributed at my lectures, and sent a part of them by Mail to places where I had been lecturing.

On my arrival in Britain I found the ground previously occupied by the Agents of other Colonies. Mr. Jourdan, a Commissioner from Queensland, just preceded me in Glasgow. I was informed that he was there two weeks preparing for his lecture; that he paid seven guineas an evening for his Hall, issued eight thousand bills, and had an audience of three thousand persons. He had it appears been a legislator in that Colony, and was lately appointed by his Government to lecture three years in the British Islands. Other Colonies have also itinerating Lecturers, and local Agents in the Shipping Ports, who select proper persons such as are wanted from time to time in their respective Colonies, and pay their passages.

Very many persons expressed to me their desire to go to our Province; but were unable for want of means; and it is my opinion, that if New Brunswick were put on the same footing as the Colonies who pay the passage money, we could, by the appointment of local Agents to make a proper selection, obtain just as many of the working people as we want.

I respectfully beg leave to return my most sincere thanks to the following persons for their friendly assistance and hospitality while engaged in this service, namely:—The Reverend Mr. Haltet of Brechin, Comrie of Carnoustie, Daley of Galway, Stewart of Arran, Dodds of Dunbar, Small of Newton-Stewart, and Dr. Siddell of Lochmaben; also the Honorable Joseph Cunard, and Richard Wright, Esquire, Liverpool; Robert Bower, Esquire, of Bennington; David James, Esquire, Dundee; D. M. Luekie, Esquire, Arbroath; James Taylor, Esquire, Dunnichen; James Duncan, Esquire, Kirkbriddo; James Stewart, Esquire, Aberdeen; Captain C. Thompson, Elgin; William Dallas, Esquire, Nairn; — Wood, Esquire, Inverness; — Graham, Esquire, Aberfeldy; Charles Inches, Esquire, Blairgowrie; Arthur M'Donald, Esquire, Saint John; — Rennie, Esquire, Glasgow; W. G. Cumming, Esquire, Newton-Stewart; M. Byus, Esquire, Stramaer; Henry Christie, Esquire, Kirkaldy; Drs. M'Ritchie and Berryman, Edinburgh; William Stewart and James Patten, Esquires, Ayer; John Martin, Esquire, Dublin; James Kennedy and James Stavely, Esquires, Belfast; Donald M'Millan, Esquire, Arran; M. Nugent, Esquire, Dundalk; J. Burns, Esquire, Newry; Jamieson & Harrison, Esquires, Newtonards; J. B. Purden and J. M'Dougall, Esquires, Galway; A. M'Grath and J. Callaman, Esquires, Kilkenny; M. Redmond, Esquire, Waterford; Mrs. Aitken, Dublin; and Thomas Daniel, Esquire, London.

I took with me when I left the Province one of my sons, a lad of eighteen, intending to send him to school, but found the service so perplexing and laborious that I required him as an assistant; I paid both his passages, and have charged nothing for his services.

I delivered to the Provincial Secretary after my return, the copy of a note book containing a brief statement of daily transactions, and a detailed account of all expenses.

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So far as I am personally concerned I have been very fortunate indeed. My son and I have travelled about six thousand miles by water, and four thousand by land,—have been among strangers nearly a year, and have not met with the smallest accident. We have not lost a single day by sickness, nor a single dollar by fraud that I know of, in all the three Kingdoms; and among all classes and denominations of the people we have invariably met the greatest kindness and hospitality; and in conclusion, I desire to express my humble thanks to the Giver of all Good for our preservation during our absence, and for our safe return to our beloved Province.

I have the honor to be

Your Excellency's most obedient servant,

JAMES BROWN.

*St. David, Charlotte County,
20th February, 1863.*

Subjoined, as a specimen, is an outline of my Lecture in the Assembly Room at Newton-Stewart, in Wigtonshire, on Wednesday evening, the 21st of May last. I had a letter of introduction from John Bennet, Esquire, our Superintendent of Schools, to W. G. Cumming, Esquire, Rector of Newton-Stewart Academy, who, as Chairman, introduced me to the audience.

Mr. Chairman and Gentlemen,—

I intend, by your permission, to spend the passing hour in describing the British Province of New Brunswick in America, and recommending it as a fit home for intending Emigrants.

About ninety years ago, political strife arose in the British American Colonies. Rebellion followed, and after a war of seven years with the Mother Country, the independence of the revolted Colonies was acknowledged.

The Provinces of Canada and Nova Scotia did not join in the Rebellion, and by the Treaty of Peace of 1783, were retained as British Possessions; and the northern part of Nova Scotia, a tract containing nearly eighteen millions of acres, was afterwards erected into a separate Province, and named New Brunswick.

There were within the limits of the new Province, a number of the French settlers of Nova Scotia, and a settlement of New Englanders; to these were added a number of Loyalists from the revolted Colonies, and three Regiments of disbanded Highlanders, amounting in all to about thirteen thousand persons.

At first, the infant Colony was wholly under the protection of the Crown, and ruled by a Governor and Council under Royal Instructions.

As the settlements advanced, the people were required to elect a House of Representatives; and a Legislature of three branches was formed under the designation of "Lieutenant Governor, Council, and Assembly;" all the property, consisting of the land, timber, mines, &c. was in the hands of the Imperial Government. The Legislative power of the Representatives of the people was purely negative; no Law could go into operation without their consent.

It was soon discovered that some parts of New Brunswick produced large pine trees, some of which were procured as masts for the Royal

Navy. Ship owners in the United Kingdom then began to send out vessels for timber. Emigrants, chiefly from Ireland and Scotland, went out year after year in those timber ships, until from Emigration and natural increase, the number of our people arose from thirteen thousand to two hundred and fifty two thousand; of late however, there has been a great falling off in the annual arrivals. This has been caused in part by a certain law in regard to the carrying of passengers, so that ship owners cannot afford to fit up their vessels in compliance with the Act, unless a large number offer to go at once; and also by the appointment of Agents in the Mother Country, through whose exertions numbers have been induced to go to the Australian Colonies, or to Canada. Under those circumstances, the Government of New Brunswick sent a person to Lecture in the United Kingdom, hoping thereby to induce a portion of the Emigrants to settle in their Province. They supposed that the war then raging in America would turn the tide of Emigration from the United States altogether.

They knew that the Reporters who attended His Royal Highness the Prince of Wales in his late visit to America, gave New Brunswick the highest character of all Her Majesty's North American Possessions; and from all those considerations, they supposed that a fair portion of those who leave the British Islands might be induced to make a home in New Brunswick.

From a careful enquiry into its resources and agricultural capabilities instituted some years ago, it was computed that there were twelve millions of acres of land fit for cultivation, more than half of which is land of a superior quality; and that the Province is therefore capable of sustaining more than three millions of inhabitants.

The population is very little more than a quarter of a million, and they have not yet cleared one million of acres of the land. We therefore want more people to settle in the country, and to engage in the various industrial pursuits.

You will perceive from the Map here, that the Province is situated between 45° and 48° north latitude, bounded on the south by the Bay of Fundy; on the west by the State of Maine; on the north by Canada; and on the east by the Gulf of Saint Lawrence. That it is in the form of an oblong square, two hundred miles long, and a hundred and fifty wide. From its position in the heart of the temperate zone, and five hundred miles further south than any part of Scotland, it might be supposed to have a very temperate climate.

It is, however, like the most of North America, subject to winter's cold, and summer's heat, but decidedly healthy.

It produces in abundance all the grain and root crops which Scotland produces, and also Indian corn. It likewise produces apples, plums, and plenty of strawberries, raspberries, cranberries, and blackberries, maple sugar and honey. We have plenty of beef, mutton, pork, poultry, butter, cheese, and wool; and the fisheries are not excelled by any in the world.

About the middle of April the snow commonly disappears in the fields, and during the last week in that month the sowing commences. This is continued through May, and on to the twentieth of June. Haymaking commences in July; the country produces excellent Hay, and the New Brunswickers are excellent haymakers. Grain harvest begins in August, and comes off about the same time as in this country. The temperature from the first of September to the first of December,

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is about the same as in the northeast of Scotland, but our weather is more steady, and we have a greater number of clear days.

These three months afford ample time for ploughing, and otherwise preparing the ground for the crop of the following year.

About the first of December the ground begins to freeze, and the snow to fall. The first frosts are commonly soon followed by thaws, but the winter is generally fairly set in by the first of January. All our wood materials for shipbuilding, and timber for exportation and home consumption, are hauled out of the forests in the winter. Our winter is therefore a necessity, for without a sufficiency of frost and snow, this work could not be done at all. The workmen take their horses, oxen, provisions, provender and hay into the forests, and build temporary residences for themselves and cattle; some cut down the trees, and cut them up into logs of the proper size; others clear the roads, and others put the logs on to the sleds, and haul them through the snow on to the ice on the nearest River. The work is healthy and pleasant, and they have always plenty of good wholesome provisions. A blazing wood fire kept up all night serves for light and heat; and songs, tales, and the reading of books and newspapers, employ the winter evenings.

Before the end of March the heat of the sun spoils their excellent snow roads, and teams and men return to the settlements. Thaws soon break up the ice, and the logs are floated down the Rivers, and cut up in the saw mills, or otherwise prepared to suit the intended markets; shipbuilding materials, and materials for wood goods of all sorts, are in this way got out of the forests in winter.

About three weeks in the spring, just when the snow is melting away, is the time, and the only time, to make maple sugar; a hole is bored into the tree, a spout fixed therein, and a small trough placed under it to catch the sap, which falls in single drops; this is collected and boiled, and when properly refined, makes excellent sugar; the work is laborious.

The late Professor Johnston of Durham, one of the ablest and most reliable writers on Agriculture, visited the Province some years since for the purpose of reporting its capabilities. He was on the service six months, and travelled more than two thousand miles. His report, which was afterwards published, shewed that the productiveness of New Brunswick was greater than that of Canada, or the northern and middle States of America.

When I arrived in the Province, in 1810, there were very few roads, and no wheel carriages except ox carts. Now there are more than two thousand miles of excellent "Great Roads," including five hundred Bridges, (many of them large ones,) by which the principal Cities and Towns are connected. Those Great Roads are under the care of a "Board of Works," and there are Bye Roads to double that extent, under the direction of local Commissioners. On those roads there now run mail and stage coaches, and waggons, carts, and carriages of various descriptions; indeed almost every settler has now his own horse and light four wheeled carriage with which to attend "Kirk and Market" with his family.

With the exception of the Suspension Bridge at the mouth of the River Saint John, the travelling on the whole of those roads and bridges is free. It is not so in this country.

When at Aberfeldy a short time since, I hired from my landlord of

the Bredalbane Arms, a nice horse and carriage to go to Killin, at the head of Loch Tay, a distance of about twenty miles, for fifteen shillings, to be gone two days, which certainly was wondrous cheap. On leaving Aberfeldy I was confronted by a gate, and had to pay a shilling.— There was indeed a good road, but not better than one of ours. Taymouth Castle and its fine Parks, abounding with deer, goats, and fowls, were very beautiful. Kenmore, a pretty village at the outlet of the Lake, with its ornamental trees, and road skirted with whins and broom in full blossom, favoured by one of their few sunny days, seemed like fairyland; but here again, in the midst of all this beauty, was one and three pence to pay at the turnpike gate. Away I drove up through Bredalbane, passing the base of an immense mountain, called Ben Lawers on the one side, and the long Loch on the other, flattering myself that I had for that day cleared all the highwaymen. So indeed I had; but before I reached Killin, I was very politely accosted by a Lady behind another gate, to whom I paid one and three pence more. After remaining all night I hoped to have returned free to Aberfeldy, but I had to pay the same fare over again, amounting in all to seven shillings.

I remember long ago reading the complaint of a Highlandman who had been compelled by law to don the breeks, and to pay toll for riding on the Highway:—

“ Anither law cam’ after tat,
 Ye never saw the like, man,
 They mak’ a lang road on the grund,
 An’ ca’ him Turnamspike, man!
 An’ O! she’ll pe a ponny road,
 Like Louden corn rigs, man,
 An’ twa carts may gang on her there:
 An’ no brak’ ither’s legs, man.
 She’ll sharge a penny on ilke horse,
 An’ troth she’ll no gae shaper,
 For naething but *gaen on the grund*,
 Then they gie her a paper.
 But I’ll awa’ to Heiland hills,
 Far neer a ane daur turn her,
 An’ no come back to Turnamspike,
 Unless it pe tae purn her!”

Two lines of Railway are making steady progress. That from Saint John to Shediac has been open for traffic nearly two years, an extent of one hundred and eight miles. The other from Saint Andrews towards Canada, has been opened for traffic nearly ninety miles, and over it a Regiment of Soldiers was carried some months since, on its way to Canada.

Commodious sea-going Steamers connect the Southern Ports and Harbours with the United States, through the Bay of Fundy, and the Northern Ports with Canada.

When I arrived in the Province there were very few schools, and these few were supported by subscription; now there are about eight hundred public Parish Schools, thirteen County Grammar Schools, a number of Superior Schools and Academies, and at the head of them all a Provincial University; these are equally accessible to all classes and denominations, and are all assisted by annual grants of money from

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the public revenue. Parochial Teachers are trained and classed, and each allowed an annual bounty according to his class. Female Teachers are in like manner trained, licenced, and classed, but their required qualifications are lower, and their bounties also.

The principal religious denominations are Roman Catholics, Baptists, Episcopalians, Presbyterians, and Methodists, who, with several other smaller bodies, are all placed on a footing of equality. There are neither tythes nor church rates, nor in fact any established church at all; but there are plenty of congregations and places of worship, and every denomination supports its own preachers. There is but little intolerance among them—the different denominations often assist each other.

About twenty six Newspapers are published in the Province; and a Postal Department was lately established, with Offices and Way Offices for the accommodation of all the people.

The form of government is in accordance with the Imperial Constitution, the Governor being assisted and advised by Councillors, who are responsible to the House of Representatives, and removable from office by a vote of the majority. The Representatives, including the Heads of the Departments, are elected by the people for a period not exceeding four years. Self government is fully established, and the voice of the people is heard, and their influence felt; and the highest offices are equally accessible to all ranks and classes.

About twenty nine years ago, there was a good deal of discontent in the Colonies in America. Their public property was chiefly in the hands of the Imperial Government; all the officers were appointed, and their salaries fixed, and neither the people nor their Representatives had a voice in the matter. We sent three separate delegations to London, and obtained the control of all the ungranted Lands, Timber, Mines, and Minerals; we agreeing to pay all the salaries, with the right to reduce those of future incumbents.

This negotiation was of great advantage to us, as it enabled us to commence that system of improvement, which has given us our Roads, Bridges, Steamers, and Railways; and furnished us with such ample means for the encouragement of Education.

But although our delegation was successful, that of Canada was not so.

The Canadians rebelled, and the leader of the insurgents was the late W. L. Mackenzie, who had been one of their delegates to London. The rebellion was quelled, and the Earl of Durham sent to enquire into the cause. His Lordship imputed the discontent to the irresponsible system of Government which had so long existed there, and recommended the adoption of responsible Government in Canada, and all the other Colonies.

This recommendation was adopted, and under the new form the progress of the Colonies has been rapid.

Our Revenue is raised from Import Duties on goods, and from the sales of Land and Timber; and as we are not required to bear any part of the national expenses, it is all expended in the Colony. Our Exports consist chiefly of wood goods, ships, and fish, and when the markets are good, our Imports are correspondingly large. We are generally enabled to grant about £25,000 sterling per annum for the encouragement of Education, and an equal sum for the improvement of our roads.

It is made optional with intending settlers whether the land be

obtained by money payments, or by labour. It may be purchased at the auction sales which take place in every County once a month, at the upset price of two shillings and five pence per acre; and if the money at the sale be paid down, a discount of twenty per cent. is allowed. But in cases where men of eighteen years old and upwards, not being the owners of any land, desire to become settlers, such persons can have each one hundred acres of land wherever they may choose the same; for two shillings and five pence an acre without competition, and may either pay for it in money, to be expended on the Roads, or work out the value of the money at an estimated rate, allowing four years wherein to complete the payments. In all cases of sale by auction, grants under the great Seal of the Province are issued, conveying the land to the purchaser, his heirs and assigns, for ever. But in cases where conditions of settlement are attached, no grant will be issued until the party has cleared five acres, and lived one year on the land.

Intending settlers have lately been encouraged to form Associations, and apply jointly. The tract of ungranted land is chosen by the Applicants, laid out in the form of an oblong square, with a Road lengthwise in the middle, and a tier of lots on each side of the Road. If the block contain five thousand acres of good land, there will, a few years afterwards, be seen a clearing on each side of the Road, from one end of the block to the other, with twenty five families on each side; one or two schools; a place of worship; a Post Office; and a population enjoying all the advantages of a rural community.

About twenty five years ago, thirty Emigrant families arrived in New Brunswick; they were chiefly farm labourers, (English and Scotch,) from the banks of the Tweed. The Government assisted them to settle on each side of a line of Road which had just been laid out, and the spot was about fourteen miles from the nearest settlement. They had a hard beginning, but they were hardy and courageous. At first they carried their supplies on their backs, or hauled them on sledges, for they had neither horse, ox, nor ass. For a time they had all things in common,—then they got up separate log cabins,—then a school house, which served on Sundays as a place of worship. I sometimes met them there, for I was Supervisor of the Road.

They were all decently dressed, and seated on the school benches; a middle aged man sat behind the desk, and from—

“The notes which once did long in Zion glide,
He wu'd a portion with judicious care,
And 'let us worship God,' he said with solemn air!”

old and young joined their voices, and sung delightfully. The prayers were extempore and appropriate, and the school master read the sermon. The settlement advanced rapidly; they have now fine well cultivated farms; plenty of horses, carriages, cattle, and sheep; two Kirks; two Congregations; several schools, two Post Offices, and a Mail Coach passing through their settlement every day, Sunday excepted.

Equally successful were a number of poor Emigrants from the south of Ireland, who settled on a tract of land a few miles distant. They also began with nothing, and at the end of the second year gathered nearly eight thousand bushels of roots and grain; made four miles of road, and accumulated property to the amount of £2000.

The land in New Brunswick, with the exception of some deep bogs, is covered with a natural growth of forest trees, and the first process is to cut them down and burn them.

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June, when the trees are in full leaf, is the best time to cut them down, and August, when the leaves and branches are dry, is the best time to set the fire. If the day be favourable, the leaves and most of the branches will be consumed, and the ground blackened. The logs and branches are then to be cut up and put together in heaps and burnt off; and the ashes being spread, the ground is ready for sowing the following Spring.

The cost of thus preparing an acre is about £3 10s., and the first crop will commonly pay all the cost of raising it, and clearing the land.

Wheat, barley, oats, peas, rye, or buckwheat, may be sown among the stumps and covered with a triangular harrow. Grass seed (Clover and Timothy) are then sown and covered by dragging a bush over the ground. Potatoes are planted by laying three or four cuts in a place and covering them with earth. Indian corn is planted in the same way. Turnip seed is sown broadcast, covered the same as grass seed, and the plants thinned out by hand. The ground sown with turnips, or planted with potatoes or Indian corn the first year, must be sown with grain and grass seed the second year, in order to produce hay afterwards. Abundant crops are commonly raised in this manner, and field being annually added to field for ten years, produces a large farm. Land chiefly covered with hardwood, if managed in this manner, is generally very productive in first crops, and in grass for many years afterwards; but land covered with spruce, or other evergreens, is unproductive, and should, by new settlers, be carefully avoided.

About ten years after the trees are cut down, the roots are so much decayed that the most of them are easily removed. The plough, for the first time, will then be required; but before the removal of the roots no plough is needed.

The inhabitants of New Brunswick are separately employed as Farmers, Lumberers, Merchants, Shipowners, Fishermen and Seamen, Mechanics and Labourers. The largest class of them are employed in cultivating the soil, and preparing the timber for market; and the agricultural property exceeds in value all the other property in the Province.

In regard to Emigration, I would advise all who are comfortable and contented, and who have a fair prospect of competence for themselves and families, to remain where they are; we do not want those who are afraid of hard labour, or winter's cold, or summer's heat; but those who have to toil on from year to year, with the prospect of age and want overtaking them at last, would do well to come, as they would help themselves and the Province also.

We want farm labourers, of both sexes, with a portion of mechanics. Farm tenants whose leases are near expiring, and who doubt their ability to pay the raised rent, should by all means sell out their effects and come over to us. Such persons bringing from £200 to £500 with them, could buy and improve to great advantage farms partly cleared. We want, in short, hardy and courageous men and women of good morals and industrious habits, able and willing to labour with their own hands, and who would be content with that plain independence which the country so abundantly affords. In all parts of the Province Emigrants of that character who came amongst us poor, or with very limited means, have made good farms, raised large families, and are now in comfortable circumstances.

Saint John is our principal Shipping Port, and from it there are ready means of conveyance to every other part of the country.

There are many other Ports to which Ships from the United Kingdom also resort ; such as Saint Stephen, Saint Andrews, Saint George, Le-preaux, Hillsboro', Moncton, Shediac, Buctouche, Richbucto, Miramichi, Bathurst, Dalhousie, and Campbelton ; and there are vessels that sail to some of those places with passengers every year, the price of a passage ranging from £3 to £5. The spring is the best season of the year to leave, as the Emigrants have the summer before them, and will be better able to get good places for the winter.

There are Agents to advise and direct Emigrants on their arrival, and to assist them in finding employment. But it is not prudent for such persons as I have described, on their arrival, to become purchasers of land. It would be better for those who have a little money to wait for a time, or to take farms on lease, or on shares, in order to be able, ultimately, to make a judicious purchase. Single men and women, as a general rule, would do well to hire out for a time, in order to learn the work and ways of the country.

For the encouragement of those who incline to go, I will now, if you will excuse the egotism, give you, in conclusion, a brief outline of my own career. I was born in Forfarshire in 1790, and bred to country work. I sailed from Dundee to New Brunswick in 1810, and began to work as a common labourer. In seven years I saved about £200 sterling, with which I bought one hundred acres of land, got materials, built a house, and commenced house-keeping. In 1830 I was elected as one of the County Members to serve in the Provincial Parliament, and held the seat for twenty years. Her Majesty the Queen was then pleased to appoint me a member for life of the Upper House, where I remained for four years ; but at the call of my former constituents, I resigned my seat and was again elected, and held a seat in the Lower House six years longer ; so I have served in the Legislature thirty years, six of which I have been an Executive Councillor and Surveyor General of the Colony. I did much laborious work, exploring and laying out roads, and planning and superintending the building of bridges ; and on those and other services, have travelled more than twenty six thousand miles, and have been in every Parish in the Province.

I have raised a large family, and though some of them have gone the way of all the earth, there are yet forty two of us, parents, children, and grand-children. Two of my grandsons are at sea,—should I and my son be spared to return, all the rest will be in New Brunswick.

We are not rich, but have ever had a comfortable competence, which is all that I ever desired, having through life held with our own Poet, Allan Ramsay, that

“ He who has just enough, can soundly sleep,
The o'ercome, only *fashes* fouk to keep !”

A vote of thanks in very appropriate terms was then moved by the Rev. Mr. Small, and ably seconded by the Chairman, and unanimously carried. I then handed a bundle of Essays and Reports, and other documents, to a member of the Mechanics' Institute, to be added to their Library, and the meeting closed.

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