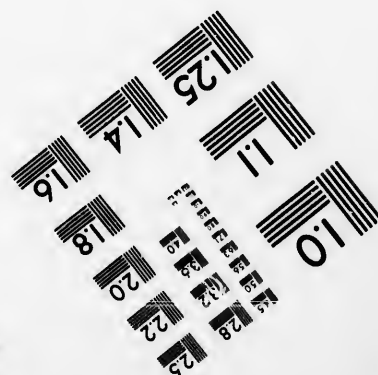
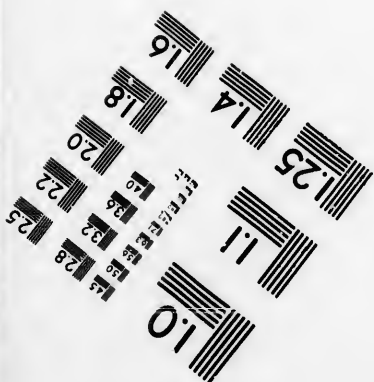
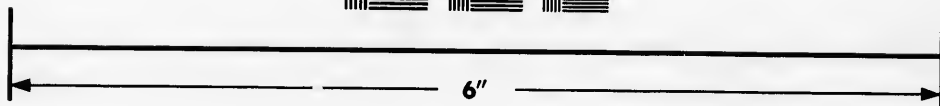
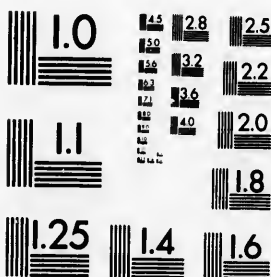


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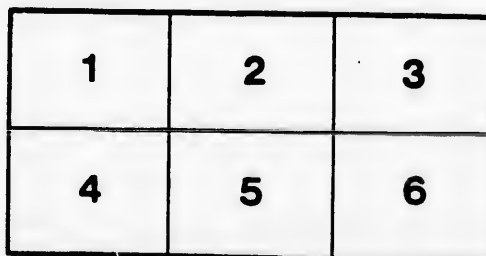
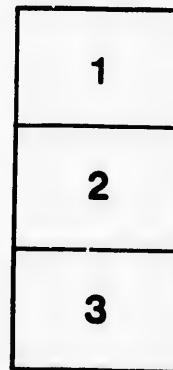
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STATEMENT

Made to a SPECIAL COURT of the DIRECTORS of the BRITISH AMERICAN LAND COMPANY, held on the 3rd of February, 1836, by Mr. FREDERICK TEMPLETON, who passed the previous Summer in the EASTERN TOWNSHIPS of LOWER CANADA.

I left Port St. Francis (about half way between Quebec and Montreal) the beginning of last November. The wharf erected there by the British American Land Company is a very efficient work, constructed of strong frame-work, well bolted, and to be faced with three inch planking; it runs 500 feet into the river, with twenty-two feet depth of water at the outer end.

The inn is very comfortable and reasonable.

Captain Colclough, agent to the Company, is an intelligent and agreeable man, always most willing to afford assistance and information, to those destined to the Eastern Townships.

The road from Port St. Francis to Sherbrooke is very good throughout, the distance 87 miles, and can be easily accomplished in one day. A light waggon with two horses, or a caleche with one, travelling at the rate of seven or eight miles an hour;—the worst part of the road is through the Seigniories to Nicolet about five miles. On the completion of the intended new road from Nicolet to Long Point, the distance to Sherbrooke will be reduced to 70 miles.

Shipton, about 58 miles from Port St. Francis, is very prettily situated in a fine country, and contains several well-built brick houses; that of Mrs. Wales, who keeps a boarding house and tavern, is as good as any of the kind in England; the charge being for one person two dollars (say 8s. 4d. sterling) per week; which includes four meals a day of the best description.

The country through which this road passes, after leaving Drummondville, assumes a varied and picturesque appearance, and is well adapted for all purposes of husbandry; it is thickly settled, and amongst the inhabitants are to be found many highly respectable families.

The land about Melbourne is tabular, soil a light loam easily ploughed, and will produce, in ordinary seasons, on an average 26 bushels of wheat per acre. Improved farms in this district, with a dwelling house and barn erected, and about one-third cleared, are worth from nine to ten dollars per acre.

Sherbrooke is well situated on the river Magog, near its junction with the St. Francis; it contains a Protestant and a Catholic church, and several well-built brick houses. A large and commodious hotel and boarding house is now erecting.

The road from Sherbrooke to Burlington, on the lake Champlain, in the United States, distance about 110 miles, is very good throughout, and passes through a rich country; the scenery romantic, picturesque, and in many places beautiful, particularly about Lennoxville, Compton, and Stanstead; in which district are many improved and excellent farms, occupied by highly respectable proprietors. The soil in this district is remarkably fertile, well adapted for grazing as well as agricultural purposes; it is capable of fattening five sheep per acre, and in some instances last season produced forty bushels of wheat per acre.

Improved farms along this line of road, with a dwelling house and barn erected, and one third cleared, are worth from ten to twelve dollars per acre, and in the immediate neighbourhood of Lennoxville from fourteen to sixteen dollars.

A farm of 100 or 120 acres, is quite sufficient for a settler to undertake, and to stock which will require about £100.

The only tax is an annual highway rate of six shillings per 100 acres.

Lennoxville is a most thriving place, and beautifully situated; it contains a Protestant church and many well-built and good houses, principally of wood, neatly painted with virandahs; the distance from Sherbrooke three miles.

The road from Sherbrooke to Montreal, by the Outlet village, through the townships of Stukely and Granby, is also very passable, but not so good as the two before mentioned; the worst part, as before, is through the Seignories, from Chambly to Longueuil, about eighteen miles; but I see, by the recent accounts from Canada, a Bill is before the House of Assembly, to make this portion of the road a turnpike; the whole distance is now about 100 miles, which will be reduced to about 90 on the opening of the new road, making through Orford.

This road passes through the finest grazing country in the Eastern Townships. In Stukely, Mr. Knowlton possesses an excellent farm of 1500 acres, between 300 and 400 of which are cleared, where I saw as fine cattle, similar in appearance to

the Herefordshire breed, as could possibly be reared in England; these beasts were entirely fattened on grass, and averaged from 70 to 80 stone, (16lbs. to the stone). From forty to fifty head are sent to the Montreal market annually.

Beef, in Montreal, may average 3d. per lb,

Granby is also a beautiful township, containing rich and fertile land.

From the Outlet village to Georgeville, a road runs along the shore of Lake Memphramagog in the township of Hatley, through a country rich and beautiful in the extreme, and thickly settled with thriving farms.

The road from Sherbrooke to Quebec is not so easily passable as those before named, but it is now opening.

Altogether the Eastern Townships of Lower Canada offer as fine a field for the enterprize of the British settler, as can possibly be found in any part of the globe; the whole country is beautifully intersected with streams of excellent water, and is destined to become the grazing district of Canada; independent of its capability of producing the most luxuriant and abundant crops of corn.

(Signed)

FREDERICK TEMPLETON.

Extract of a Letter from a Gentleman resident at Sherbrooke, in the Eastern Townships of Lower Canada.

Dated, 12th November, 1835.

You have no doubt been informed of all the principal operations of the British American Land Company, within the Eastern Townships. A good deal has been done in the way of road making in this vicinity, all which has served to put new life into the inhabitants. Forty or fifty families have settled the present season from Melbourne to Stanstead; mostly however from Compton downwards, as I believe only two or three have settled above Compton. These families are apparently possessed of considerable means, and are such as will tend to push the country forward.

Individual buyers are now coming, and prices are getting up; wild lands are not the rubbish they were three years since, which proves here is an improvement progressing; *all that is wanted is settlers.* The freedom from cholera the past year, must have an effect, I should think, upon emigration the coming season, and those we have will tend to bring others.

Taking a line from the northern extremity of the Company's block, running to Port St. Francis, there will be found south of this, as fine a district, climate considered, as can be found in any country; all who visit it are delighted, and astonished that it has so long been unknown. The crops this season have been abundant; to my knowledge, forty bushels of wheat have been grown to the acre, and upon old ground. With a sure remunerating market, wheat could be grown to any amount, and for grazing no country can be before this. Millions of sheep ought now to be kept, and I am confident wool will become a staple article here. The States of Vermont and New Hampshire are getting rich with their sheep, why not the Townships also? There is only an imaginary boundary.

Rail roads are now the great hobby here. Petitions are before the legislature for two through the Townships; one from the outlet of Lake Memphranagog to St. John's, to connect with the Champlain and St. Lawrence rail road to Montreal; the other from Stanstead down the lake and river Masawippi to the St. Francis, at Lennoxville, down the latter river as far as Shipton, and across, through Kingsey, Simpson, Wendover, and the Seigniorie of Nicolet to Port St. Francis, the whole distance 115 miles.

Port St. Francis must become a place of much importance eventually, and I see no reason to doubt its rapid growth; being below lake St. Peter, ships may complete their cargoes there as well as at Quebec, and as a lumbering station, it would save the hazardous running of timber to that city.

If some woollen manufacturer, with means, could be induced to come out, and put the factory already erected here into operation, I think he might do well, and get a good return for his capital invested; as no one in this country is possessed of sufficient to carry on such works profitably. Common coarse grey woollens manufactured here, sell readily at from 5s. to 6s. 3d. currency the yard.

I hope another season will bring a good proportion of emigrants into this district; this section of the country needs only to be known to be readily filled up. The settlers already located here will no doubt be able to give such an account of it, as will induce others to follow, for as far as I know, they all find their expectations more than realized.

Emigrants to the Eastern Townships have a decided advantage in point of expense over those going to lake Ontario; the steam boats from Quebec land them at Port St. Francis, in *thirteen or fifteen hours*, at *one dollar* a head, steerage passage; whereas to reach Toronto, (York,) will take *eight days*, at a cost of *six*

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dollars to a steerage passenger without provisions, the land carriage from either port to the place of settlement, being within three or four miles the same.

Extract from the Montreal Herald, 23d Dec. 1835.

We would draw the particular attention of our agricultural readers to the following valuable article from the Farmer's Advocate.

It is matter of congratulation to the inhabitants of this district, to behold the improvements now going forward under the auspices of the British American Land Company, and whatever differences of opinion might have heretofore existed, in reference to the operations of this Company, and its effects upon the general interests, there would seem to be at present no room to doubt its beneficial influence.

The expenditure of large sums of money upon the extensive roads now opening, together with the influx of population and capital, has already tended greatly to encourage the hope that this section of country will go rapidly forward, and there can exist no reasonable doubt, but that a few years will see the Townships in a most flourishing condition.

To accelerate the attainment of this most desirable object, is what concerns every individual resident therein. As a great deal depends upon system, it would be well that we all endeavour to act upon it. The farmers, being the bone and sinew of the country, it becomes them especially, to adopt and steadily pursue that course which will ensure them fair returns for their outlay in money and labour, and not only enable them to meet all their current expenses, promptly, but to lay by something, every year, for a wet day.

Notwithstanding wheat may be and is grown here, at the rate, in some cases, of more than forty bushels to the acre, still, under the existing state of the markets, it is not desirable to attempt to carry forward this branch of agriculture to any great extent, as far better returns can be had from the raising of stock, and here we have superior advantages to most countries. As a grazing country the Eastern Townships are not surpassed, and from the cheapness and fertility of our lands, the rearing of cattle and sheep may be carried to any reasonable extent, with a comparatively small capital. It is certainly to be regretted that so little attention has been paid by our farmers, to the keeping of sheep; an animal hardy and

easily reared, and one which is sure to return a large profit annually. In passing through the Townships, at the present time, but few farmers will be found who keep any sheep, and those few have rarely more than twenty to thirty, and generally of inferior quality. I am aware that the wolves are occasionally troublesome to those animals—but this evil is not half so serious as it is generally considered to be. Let every farmer owning from one to five hundred acres of land, furnish himself with from one to five hundred sheep, and let him take pains annually to improve the breed, and he can well afford the extra expense of looking after and securing his flock against the ravages of wolves.

Let me take an estimate of the cost, expenses and income of 500 sheep for three years, and see what inducements are held out to the farmers to enter upon the business.

FIRST YEAR.

First cost of 500 good native sheep, say		
10s. each	£250	
Bucks, of best breeds	50	
Keeping for one year, at 5s. per head	125	
Interest upon £300, for one year	18	£443

INCOME.

3 lbs. of wool each is 1500 lbs. at 1s. 8d.	£125	
Say 400 lambs, at 6s. 3d.	125	250

£193

SECOND YEAR.

1 year's interest		11	11	7
1 year's keeping		125	0	0
		<hr/>		
		£329	11	7

INCOME.

3 lbs. wool each, is 1500 lbs. at 1s. 8d.	£125	
400 lambs, at 10s.	200	325

£4 11 7

THIRD YEAR.

1 year's interest		5	5
1 year's keeping	£125		
		<hr/>	
		£129	17 0

INCOME.

3 lbs. wool each, is 1500 lbs. improved at 3s.	225	
400 lambs, at 10s.	200	425

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leaving a balance at the end of three years, in favour of the farmer, of about *twelve hundred dollars*, and a flock of 500 sheep of improved breeds, worth at least two thousand dollars. This is a result which I venture to say, is not attainable by any other process of husbandry, with the same amount of capital, and it is simple and certain.

I have not taken into account the improved state of the farm incident upon this course, and I have estimated the amount of wool at one third less than many farmers in Vermont attain from their sheep. I have no doubt that this calculation will astonish our farmers, but there is no mystery about it—all depending upon proper care and attention to the improvement of the breed of sheep. We find then that a farmer may, in three years, realize a profit of over three thousand dollars. I would therefore say, instead of quietly giving up the attempt with "it can't be done," try it. We shall then hear no more complaints about hard times, scarcity of money, and all that, but on the other hand, we shall soon become lenders instead of borrowers. It may be objected that, however desirable to enter upon this branch of husbandry, our farmers have not the means of purchasing flocks of sheep, in the outset. To remedy this inconvenience, I would recommend borrowing the required capital, even upon mortgage, if it cannot otherwise be had, as it can be so readily paid off without risk. At all events, it is worth the trial. There can be no doubt of a continued demand for wool a long time to come, which must be upon the increase, and when once upon hand, there will be no difficulty in finding customers. It can even be exported to the United States, notwithstanding the high duty, and pay well. One great advantage in this branch of husbandry, is that it does not materially interfere with the ordinary occupations of the farmer, and serves directly to keep his lands in good heart. Let us try it.

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