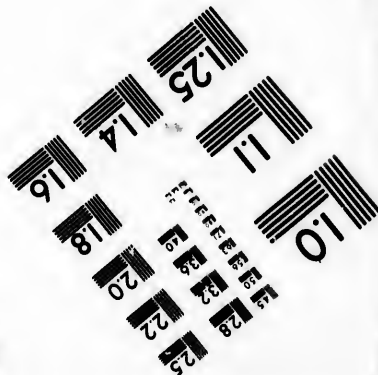
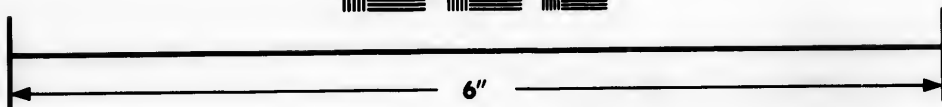
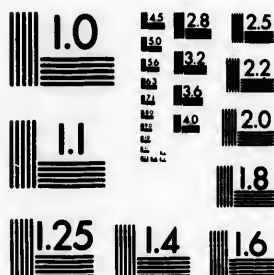


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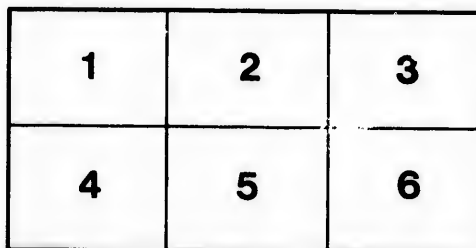
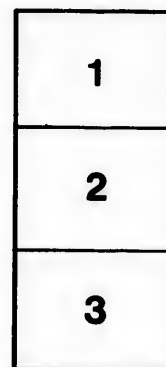
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BRUNSWICK,

AS A HOME FOR EMIGRANTS:

BY J. V. ELLIS,

OF ST. JOHN, N.B.



KENSINGTON:

PRINTED BY JAMES WAKEHAM,
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1862.

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NEW BRUNSWICK,

AS A HOME FOR EMIGRANTS.

THE British Colonies in North America present a noble example of the greatness that may be achieved by an industrious and persevering people, when governed by wholesome laws, enjoying free institutions, and protected by a powerful and liberal parent state. Once a few scattered settlements, in some instances so poor as to require aid from the home government for their support, they have increased in number and expanded in size, gaining strength and vigour with advancing years, until now they are little short of a powerful nation, in many of the elements which constitute national greatness.

The progress of Canada alone has been marvellous. If her history under France, commencing with her early settlement and ending with the capture of Quebec, has given to her a peculiar historic interest, it is entirely secondary to the interest she has awakened by her advancement since she became a British colony. Less than a nation when compared with many of the older countries of Europe, she is in point of enterprise, in wealth and industry, the second power in America; while in the extent of her resources, in the genius of her people, and the freedom of her institutions, she stands almost without a peer. Her sister colonies in America look upon her without envy; they are proud of her position, they admire her genius—a community of interests exist between them and her, and should bind each to the other indissolubly. Their united future can only be unravelled by time; it is now a mystery to themselves; but if their past progress affords any index to their position hereafter, and human advancement continues in the ratio of progression it has exhibited in the last century, it is not too much to say that in the colonies of Canada, New Brunswick, Nova Scotia, Newfoundland, and Prince Edward Island, are the germs of an empire greater than any now existing.

A portion of the following pages treats of the Province of New Brunswick, now one of the most important colonies of the British Crown in North America. A colony whose age is little over that allotted to man, but whose advancement in that short period has been as rapid as that of any settlement in America. Nearly a quarter of a million of people have sprung into existence, as it were, upon land that three quarters of a century ago, was the covert of the wild beast or the hunting ground of the savage. Before the onward march of population forests have been telled and magnificent tracts of land made applicable to the

uses of man; ships have been built and sent to their home upon the bosom of the ocean; cities and towns have been erected and property accumulated, worth at this moment over twenty millions of pounds.

At the commencement of the year 1783, New Brunswick was a wilderness; the only settlements being a few on the River Saint John and at the North Shore, but so small and sparsely populated as to be hardly deserving of the name. In the summer of that year a body of Loyalists from the United States, numbering about 5,000 persons, settled at the mouth of the River Saint John. What a contrast this, as compared with the New Brunswick of 1860. The evidence of material wealth are now everywhere visible: they are to be seen in the cultivated valley, smiling with prosperity, in the busy factory and the bustling city; in the railroad and the steamboat; and, above all, in the contentment and happiness that everywhere prevails.

Herein are described the country, its soil, climate, and resources; the progress it has made, and its institutions; and it will require little in the way of argument to prove that New Brunswick holds out inducements, no where else exceeded, to those who have their own fortunes to make, whose capital is their labour, and in whom busy brains, toiling hands and willing hearts are the only pre-requisites for success; or to those who, in addition to these endowments, are already possessed of wealth, and seek for channels in which to increase it.

THE PROVINCE GENERALLY.

New Brunswick and Nova Scotia formerly constituted one Province. In 1784 a separation took place, since when New Brunswick has enjoyed a distinct Colonial existence. The Geographical limits of the Province are within the degrees of 45deg. 1' 37" north latitude, and between the parallels of 63deg. and 69deg. west longitude. Situated between Canada and Nova Scotia, and separated from Prince Edward Island by only a narrow strait, New Brunswick may be said to be the centre of the Colonial system of England on the Atlantic Coast of America. Canada lies to the north, the State of Maine to the west, and Nova Scotia and Prince Edward Island to the east. The Province has a sea coast of considerably over 400 miles; her shores are washed by the Gulf of Saint Lawrence and the Bay of Fundy, and along this extensive coast line there are numerous fine harbours and bays well adapted for the purposes of commerce. The area of New Brunswick is 27,620 square miles—larger than Belgium and Holland united, nearly twice the size of Switzerland, and larger than either Denmark or Greece. Her greatest length is 210 miles, her greatest breadth 180. The natural features of the Province are picturesque rather than bold and startling, in the sense that the traveller who has visited the Alps or the Andes, understands these words. A range of mountains, the highest of which is 2,170 feet, extend from the American frontier near the Grand Falls of the River

Saint John, across the Province to the Gulf of Saint Lawrence, skirting along the coasts of Gloucester and Restigouche; another range of hills commences near Lake Cheputneticook and runs east to the Saint John, and smaller ranges of hills cross the country in various directions; but, notwithstanding these, the general character of the surface of the country is undulating, inclining to be level rather than mountainous. The counties bordering on the Gulf of Saint Lawrence as far south as Kent, are alternate hill and dale; Kent is almost as level as a Western Prairie. Along the southern coast, for a distance of twenty miles inland, the land is nearly level; behind this level strip is a range of hills developed in some degree in the County of Kings. The valleys between these hills are rich in agricultural wealth, and even to the tops of the hills the forest trees are growing in luxuriant profusion. The country on each side of the river Saint John is in keeping with the other portions of the Province; for miles are tracts of level land, gradually swelling into hills, and then for a long distance, hill and dale alternate—the former rising at times to the dignity of a mountain, and the latter subsiding into a valley; then the banks become abrupt and steep, and again they are terrace like, sloping away with a graceful incline from the water's edge.

New Brunswick is divided into fourteen counties, all of which are accessible by water. In this respect Nature has bestowed her gifts with no niggard hand, for the counties not bordering on the Gulf of Saint Lawrence or the Bay of Fundy, front on the River Saint John, while through their interior run numerous smaller streams, feeders for the main river, and navigable for various distances, thus opening up these counties for the enjoyment of, or at least a participation in, the ocean trade of the Province. This is an advantage not to be underrated, for no matter in what county the settler locates, he finds himself within easy reach of navigable water.

THE RIVERS OF NEW BRUNSWICK.

The Rivers of New Brunswick are so numerous, that it would be impossible in the limits of a work like this, to mention in detail even a third part of them. It can be safely said, that, in comparison to its size, no other country in the world has such a great and useful water power. Indeed, the whole face of the Province is covered with rivers, and no inconsiderable number of them are of a size and volume equal to many of the best known rivers of Europe; the scenery along their banks is raised to an eminent degree of beauty by foaming cascades and dashing falls, here so numerous as to excite little attention on account of their picturesqueness. These rivers teem with fish, and their banks are the resort of almost every species of game peculiar to the country. But the beauty of their scenery, or their value to the sportsman, are nothing compared to the facilities they afford in the settlement of the Province. They open up the finest tracts of country to the farmer; they enable the labourer to bring the

products of the forest to an easy market; they fertilize the soil, and exert a genial influence upon the climate; and, in future years, as wealth increases, factories and mills innumerable will spring up along their banks, giving employment to thousands of industrious people.

The River St. John is second in importance to the St. Lawrence. It is to New Brunswick what that river is to Canada—a great natural highway for commerce. The Saint John has its rise in the Mejar-mette Portage, in the highlands between Canada and the State of Maine, and for a considerable distance is the boundary line between that state and the sister Province, and between Maine and New Brunswick. Its entire length is 450 miles. From its mouth, at the harbour of Saint John to a point above the Grand Falls (where it commences as the boundary line), it runs for 225 miles exclusively through British territory; its east bank only, for a distance of 75 miles further up towards its source, is within the Province,—its west, for the same distance belongs to Maine; 112 miles above this its course is entirely through American territory; and a further distance of 38 miles to its source, it is the dividing line between Canada and Maine. The basin of the Saint John extends over an area of 17,000,000 acres, 9,000,000 of which are within the Province, and comprise, for the most part, some of the finest land on the continent. The Saint John is navigable for vessels of about 100 tons to Fredericton, 80 miles from its mouth, and steamers, of light draft of water, ply to Woodstock, 62 miles further up, and at some periods of the year they ascend as far as the Grand Falls.

Many of the rivers that enter the Saint John are navigable for steamers for various distances—some of them for as many as thirty miles from their confluence with the main river. By smaller craft they can be navigated almost to their sources. It is impossible to enter into any details respecting these rivers, however desirable it may be to do so, for the purpose of describing the fertile lands and magnificent forests, opened up by the Saint John and its tributaries, to the trade of the world, because it would occupy by far too much space to do so, and mete out justice to each one.

The scenery on the River Saint John in the summer season, and in early autumn, is extolled by disinterested travellers, as being superior to any river scenery in North America, but this is disputed by those who have at the same seasons explored the Restigouche.

The number of travellers who pass up and down the Saint John annually is estimated at from 60,000 to 70,000.

Next in importance to the Saint John is the Restigouche, which empties into the Bay Chaleur. Its entire length is over 200 miles; its basin is 4,000 square miles; it is navigable for vessels of a large size eighteen miles from the head of the Bay Chaleur. Many of its tributaries are very large, and its navigable waters, and those of its tributaries, are calculated to extend at least 400 miles.

The Miramichi discharges itself into the gulf of Saint Lawrence.

For a distance of 40 miles along its bank it is navigable for vessels of 800 tons, and it might be so improved as to open it up for ships of 1,000 tons; it divides into two branches, each of which are navigable for a distance of 100 miles. It has a large number of tributaries.

The Richibucto is navigable for ships fifteen miles, and the tide flows inland twenty-six miles. It empties into the Gulf of Saint Lawrence.

There are several other rivers emptying into the Gulf,—as the Neqisquit, Kouchibouguac, Buctouche, Shediac, Cocagne, Tabusintac—all of which are navigable for various distances. But those named do not comprise anything like the entire list.

Besides the Saint John, there are other rivers of less importance discharging into the Bay of Fundy, as the Peticodiac, which is 100 miles long, and is navigable for nearly 50 miles, the Saint Croix, Maguadavic, Musquash, Memramcook, etc. With the exception of the Saint John, the rivers emptying into the Bay of Fundy, are not near so large as those emptying into the Gulf of Saint Lawrence.

In the interior of the country are several large lakes, which are drained by the different rivers. One of the largest of these—Grand Lake—is 30 miles in length, and is navigable from one end to the other, and for a considerable distance up one of its tributaries. There are other navigable lakes, nearly equal in size to Grand Lake.

THE HARBOURS.

With such an extensive coast line as New Brunswick possesses, she cannot be without several fine harbours. The principal of these on the Bay of Fundy are Saint John Harbour, Saint Andrews, Chignecto and Shepody Bays, and Cumberland Basin. On the Gulf of Saint Lawrence, the mouths of the different rivers form good harbours; at the head of the Bay Chaleur are one or two very fine harbours; Miramichi Bay is a fine sheet of water. There are several other smaller harbours.

The capacity of these harbours varies; but some of them, as Saint John, Restigouche, and Miramichi, are capable of receiving ships of the largest tonnage.

THE CLIMATE.

Nothing is less understood abroad than the characteristics of the climate of this province. The people of Great Britain entertain an idea that this is a country where one-half of a man's life is passed in a continual shiver, that it is here so cold as to be destructive to health, so foggy as to keep one continually wet, and generally so unpleasant as to allow only about one-half the pleasure usually enjoyed in other places. Yet, this is the reverse of the fact, and none are more sur-

prised to find it so than Englishmen themselves, who come here with their minds made up to shiver with the cold, as emigrants to the far west are supposed to do with the ague. Persons from the old country, who reside here for several years, generally testify that their imagination of the country was much colder than the country itself.

The average range of the mercury in Fahrenheit's thermometer is from 88dgs. above to 18 dgs. below zero. At the Grand Falls of the River Saint John, at Woodstock, Fredericton, and other places in the interior, it is sometimes lower than 18dgs. in winter, and in summer it is occasionally above 88dgs., but cases of this nature are not common.

The whole number of days in the year during which the mercury in the thermometer is below zero, rarely exceeds twenty. The winter of 1859-60 produced but fifteen in the City of Saint John, and on one of these days only, and that at seven o'clock, A.M., was the mercury at 15dgs. below; at midday it was about 4dgs. It rarely happens that more than four days occur together when the mercury is below zero at all. There are generally in the course of the winter season three or four intervals of cold weather, and these occur over the whole breadth of America, from the Atlantic to the Pacific, at the same time or nearly so. Towards the close of December, the middle of January, and between the 5th and 21st February, these cold intervals occur: between them are thaws, rains, and comparatively warm, sunny days, during which the average range of the mercury is from 10dgs. to 40.

There is, of course, a difference of temperature in different parts of the Province. The atmosphere which surrounds those places near the sea is always more humid than that of inland places; and thus, in summer the coast is cooler than the interior, while, from the same cause it is warmer in winter.

In general the winters are pleasant; and a few days of extreme cold are nothing in comparison with the average amount of fine weather. But the winter here is a necessity. Providence seems to have designed every thing in its proper season, for a great portion of the trade of the Province depends upon its winters: it is during this season that the operations of the lumberman are carried on to the greatest advantage, and what is termed an "open winter," that is, one in which there is an undue amount of rains and thaws, has often a bad effect upon his labour.

Nor is it the lumberer alone that is benefitted. The frosts of winter and the amount of snow that falls have the effect of adding to the general fertility of the soil; and it has always been found that, after a winter in which there has not been too great an alternation of heat and cold, the ground is much more easily worked than it is after a mild winter.

There is another thing with respect to the winters which should not be overlooked; that is the amount of enjoyment they bring to a

great portion of the people, in the way of the usual winter sports. Any person who has spent a year in Saint John must testify that there is more social pleasure, more exhilarating sport and innocent amusement, more genial good fellowship cultivated at this season, than at any other; and the same may be said of the whole Province.

The summers are warm, and have the effect of developing vegetation at a rapid rate. In the interior of the Province the heat is greater than on the sea coast, where (as already stated) the temperature is reduced by the sea; but in some of the lovely valleys of the interior, the calm blue sky, the green and luxuriant vegetation, the indescribably balmy quiet that prevails, remind one of the summers of Italy; though, of course, the summer season is much shorter than that of Southern Europe.

As the season advances towards the autumn months, the summer still lingers, as if regretting to quit the scenes of beauty it has created—and then is produced the "Indian summer," a season of rare and exquisite loveliness, that unites the warmth of summer with the mellowness of autumn.

The prevailing summer winds are the west, southwest, and south.

Another erroneous idea that obtains to a great extent in England, is in respect to the fogs of New Brunswick. The country is often described as "foggy;" yet the reverse of this is the fact. That portion of the coast bordering upon the Bay of Fundy is, it is true, visited by fogs; but the extent of country covered by them does not justify the application of the epithet to the whole Province. As well might England be termed a "foggy country," because of the almost impenetrable fogs which sometimes envelope London. The counties on the Gulf of Saint Lawrence and in the interior, are entirely free from the unwelcome visitor; and even that portion of the Province bordering on the bay of Fundy does not suffer so immensely as is imagined.

The rain that falls throughout all the British Colonies in America is more equally distributed than in corresponding or more southern latitudes of Europe, while the number of rainy days is smaller than in England.

The climate is more or less affected by the Arctic regions, from whence it is said the cold comes in waves, sweeping over the whole continent. It is also affected by the Gulf Stream, which has a softening influence upon it. Its worse feature is not the extreme heat or the extreme cold, but rather the sudden changes to which it is subject, particularly in winter. No better proof of its general salubrity need, however, be required than is shown by the healthiness of the Province. Epidemics are unknown, the proportion of deaths is 1 to 100, while the extreme longevity of many of the early settlers, and the large yields of the crops afford proof positive that the climate is a good one, being largely productive of health, and exercising a beneficial influence upon the soil.

THE SOIL AND ITS PRODUCTS.

The general character of the soil of New Brunswick may be inferred from the remarks made in the geological description of the country.

In a Province so extensive there must, of course, be many different kinds of soil, varying in their productive capability. The richest lands are the "dyked marsh" of Westmorland, and the alluvium deposited along the banks or forming islands in the rivers. The marsh lands of Westmorland have, for the last seventy years, annually produced hay without having had the soil renovated by manure. Along the banks and through many of the rivers are deposits of alluvium forming intervals of the finest description. The Saint John and its larger tributaries are rich in formations of this kind. Some fine lands also occur in the basins of the river, as is the case between the Peticodiac and Kennebecasis (which latter is one of the most beautiful streams uniting with the Saint John). Here is situated "Sussex Vale," designated the garden of New Brunswick; yet there are other equally beautiful spots throughout the Province.

Although the soils vary, and one kind of land may be better suited for growing the valuable cereals than another, yet everywhere, except on the barrens or in the swamps, fair crops of these may be raised. But no matter where the farmer settles down, if he is careful, industrious, and persevering, he will meet with an ample return for his labour. If the district in which he resides does not produce wheat as abundantly as he may wish, it will yield a good crop of corn; or failing this, buckwheat may be the most remunerative; if neither of these, it will produce potatoes or turnips, or vegetables of some kind in such quantities as will leave him no cause for complaint. In many places crops of all kinds may be raised to great advantage.

With reference to agriculture, there is one thing that, in justice to the soil of North America, or its climate, or both, should not fail to be mentioned. In no matter what part of the country a piece of land may be situated, or how poor it may be, it is capable, by a little labour judiciously disposed, of being brought to a high state of agricultural perfection. As an example, the State of New Hampshire may be cited, justly termed the "Granite State," in consequence of the predominance of granite, which seems to cover its entire surface. Here, upon the solid rock, as it were, are farms that in appearance and productiveness can compare admirably with those of more favoured climes. The "hanging gardens" of Eastern romance are not more marvellous than those apparently bare rocks teeming with vegetable life. This productive power, which the most barren soil in America seems to possess, may be due more to the skill of man than either of the causes mentioned above. It is certain, however, if it does not really exist in the soil, it is capable of being introduced into it.

In a report upon the agricultural capabilities of the soil of New Brunswick, submitted to the Lieutenant-Governor of this Province in

1851, by Professor Johnston, that gentleman, referring to certain comparisons he had made, said:—"On the whole, therefore, I think the result of this comparison of the actual productiveness of the soil of New Brunswick with that of other parts of North America, ought to be very satisfactory to the inhabitants of this Province, and is deserving of their serious consideration. So far as my knowledge of the intermediate country goes, I am induced to believe that the agricultural capabilities of New York are at least equal to those of any of the North-Eastern States. If New Brunswick exceeds New York" (which by Professor Johnston's comparisons it did) "it ought also to exceed all the States of New England."

"And if it will in this respect bear a favourable comparison even with Ohio and with Upper Canada, it becomes doubtful how far, on the whole, the other Western States are superior to it."

One of the most interesting comparisons made, and referred to above, is here submitted:—

AVERAGE PRODUCE PER IMPERIAL ACRE.

<i>State of New York.</i>		<i>New Brunswick.</i>	
Wheat.....	14 bushels.	.....	19 bushels.
Barley.....	16 "	.....	28 "
Oats.....	26 "	.....	34 "
Rye.....	9½ "	.....	20½ "
Buckwheat.....	14 "	.....	33¼ "
Indian Corn.....	25 "	.....	41¼ "
Potatoes.....	90 "	.....	226 "
Turnips.....	88 "	.....	460 "
Hay.....	—	.....	1½ tons.

"The superior productiveness of the soil of New Brunswick," says Professor Johnston, "as it is represented in the second of the above columns, is very striking. The irresistible conclusion to be drawn from it appears to be, that, looking to what the soils under existing circumstances and methods of culture are said to produce, the Province of New Brunswick is greatly superior as a farming country to the State of New York."

The general average of the weights of the above crops in New Brunswick is:—

Wheat.....	60 11-13 lbs.	Indian Corn.....	59½ lbs.
Barley.....	50 "	Potatoes.....	63 "
Oats.....	38 "	Turnips.....	66 "
Rye.....	52½ "	Carrots.....	63 "
Buckwheat.....	48 8-11 "		

In commenting upon the above, the writer before referred to says:

These average weights over a whole province, when the land is new, and manured only in rare intervals, indicate a capacity in the soil and climate to produce grain for human food of a very superior quality."

The annexed table exhibits at once the comparative productiveness of the places mentioned therein :—

AVERAGE PRODUCE PER IMPERIAL ACRE.—IN BUSHELS.

	<i>New York.</i>	<i>Ohio.</i>	<i>Canada West.</i>	<i>New Brunswick.</i>
Wheat.....	14	15½	12¾	19
Barley.....	16	24	17½	28
Oats	26	23¾	24¾	34
Buckwheat.....	14	20½	16½	23½
Rye	9½	16½	11½	17
Maize	25	41½	21½	41
Potatoes	90	69	84	226
Turnips	28			456
Hay.....	1¾ tons.	1¾ tons,		1¾ tons.

Professor Johnston submits in his report, a comparison between this Province and the most favoured agricultural localities in the State of New York, and thus remarks upon it :—“ In the capability of growing all the common crops on which man and beast mainly depend, it would appear from a comparison of the above numbers, that the whole Province of New Brunswick, taken together, exceeds even the favoured Genessee Valley, and the southern shores of Lake Ontario.”

The last Census of New Brunswick was taken in 1851, and the crops of the Province are stated to be as follows :—

Tons of Hay	225,093
Wheat, bushels	206,635
Indian Corn, bushels.....	62,225
Barley	74,300
Buckwheat	689,004
Oats	1,411,164
Beans and Peas	42,663
Potatoes	2,792,394
Turnips	539,803
Other root crops	74,880

There were in that year 643,954 acres of land under cultivation, 18,601 persons engaged in agriculture, and the stock owned in the Province amountee to 106,263 neat cattle, 50,955 cows, 22,044 horses, 160,038 sheep, and 47,932 swine, and the quantity of butter manufactured was 3,050,939 pounds.

The amount of land cultivated in New Brunswick does not produce anything like a sufficiency of food for the maintenance of the population; this has not been because agriculture has not been remunerative, but because of the apparently greater inducements held out to the mass of the people by other branches of industry. But these inducements have, in many cases, only proved *apparent*, for, although agriculture nowhere makes men suddenly rich, yet there are so few risks—its general returns are so fair—that those engaged in it often grow rich much faster than those who are engaged in a more *brilliant* but not so steady a profession as farming. The farmer in New Brunswick has an excellent opportunity of doing well, for not only are his yields of crop large, but every article he can produce commands in the market a price that cannot fail to satisfy him.

To show the extent to which the agricultural products of foreign countries are imported into New Brunswick, the following statistics are extracted from the Customs returns for 1858. The quantity is the import of one year—the value is stated as sterling :—

Butter and Cheese	303,205 lbs.	value £10,492
Beans and Peas	2,539 bushels	" 963
Apples and Pears.....	13,254 brls.	" 6,884
Plums and fresh fruits, not } tropical	1,657 packages	" 824
Flour	226,649 brls.	" 214,842
Rye Flour	203 "	" 182
Buckwheat.....	420 cwt.	" 235
Wheat	67,152 bushels	" 17,178
Indian Corn	55,576 "	" 8,307
Oats.....	103,952 "	" 8,837
Barley.....	12,540 "	" 2,401
Corn Meal	21,518 brls.	" 16,658
Meal (oats and peas)	915 "	" 1,170
Potatoes	9,600 bushels, value about	1,000
Turnips	" "	45
Carrots	" "	110
Onions	1,419 brls.	value " 650

Making an aggregate value of £290,733.

During the same year the exports of these articles, the produce of the Province, was:—

Article.	Quantity.	Value.
Butter, Cheese, and Lard.....	16,516 lbs.	£1,000
Flour	140 brls.	140
Grain, including oats and corn..	12,806 bushels	1,295
Vegetables, including potatoes, } turnips, &c.	31,494 bushels	3,240
Total.....		£5,675
Value of imports.....	£290,783	
" exports	5,675	

Balance against Province £285,118

Nothing can more clearly show the undeveloped state of the agricultural resources of New Brunswick than the foregoing statements. It may be objected that, the Province not being a wheat growing country, the item for Flour should be included; but this objection is not entitled to much weight, for New Brunswick is capable of supporting its own inhabitants, and any deficiency made by the importation of Flour should be repaired by larger exports of those articles of agriculture which can be produced so plentifully.

Although it cannot be gainsaid that New Brunswick offers every facility to the agriculturist, it must be confessed that her resources in other respects, at least in lumbering and ship-building, have been developed to a much greater degree than in agriculture; but this is a state of things not likely to be of much longer duration. The number of farmers is rapidly on the increase, and a determination seems to

have taken hold of every branch of society to leave no efforts untried for the development of this most important—this greatest branch of industry.

In each County of the Province there is an Agricultural Society—in some counties more—and there has lately been established a Provincial Board of Agriculture, for the purpose of watching and protecting the interests of the farmers generally. The annual reports of these societies speak in high terms of the increase that is taking place in the number of farmers, the improvements made in the qualities of crops, and the interest that is being manifested amongst the farmers; and there is every reason to hope that hundreds and thousands of persons will be induced in a few years to enter upon the valuable lands now lying waste, and improve them, thereby enriching themselves and benefitting the country.

The farmers of New Brunswick are all, so to speak, in good circumstances. Many of them are rich, and are now enjoying the fruits of their labour of former years. The majority of them are men who commenced life twenty or thirty years ago with literally nothing. They went into the woods; the first clearing they made was of a few yards whereon to build a hut; that done their clearing has gone on extending year after year, (the hut being replaced by a commodious frame house), until now it counts a goodly number of broad acres, whose fertility enables their owner to live in plenty, oblivious of the trials that surrounded his early life, and rejoicing in the prosperity Providence has bestowed upon him through his own exertions. These remarks upon the agriculture of New Brunswick cannot be better closed than with the following extract from some remarks made by the most Rev. Dr. Connolly, Archbishop of Halifax, while addressing a meeting in Saint John. "He had spent," he said, "years in Italy, had been twice in France, he knew every county in Ireland, and had seen most of England, and many other countries, but he never saw any other country teeming with greater abundance of everything necessary for the sustenance of man; no country more highly endowed by Providence with beauty and fertility than this appeared to him to be, when on his visitation during the summer season, he travelled through various districts, and saw on every side fields of potatoes, and corn, and vegetables, such as could nowhere be exceeded, and the people in a corresponding degree comfortable, happy, and independent."

MINERAL RESOURCES.

Within the past few years, in particular localities, a great impetus has been given to the development of the mineral wealth of New Brunswick; but even at the present time, for want of sufficient capital, this great source of wealth remains comparatively untouched.

The carboniferous system of rocks covers an area equal to more than one-third of the entire Province. In such an extensive formation of this nature, coal must abound; but until within the last few years very little of it was raised in New Brunswick; and, indeed it

was questioned by many whether it existed in sufficient quantities to pay for its working. A seam had been opened for several years at Grand Lake, one of the feeders of St. John River, and about nine hundred tons of coal were taken from it in 1851; but this, of course, was little better than nothing.

Within a few years the discovery of a new species of coal, or mineral substance resembling coal, in Albert County, has directed much attention to that county, and one or two other seams of coal have been discovered. The coal of Albert is principally bituminous and cannel, and is of a superior description for the manufacture of coal oil, gas, etc. In 1859, 15,000 tons of the first mentioned coal were taken out, and it sold at the mine for 15 dollars, or £3 sterling per ton. During the past year a vein of pure cannel coal, ten feet wide, has been discovered in the same county, and preparations are being made to work it on an extensive scale. In the vicinity oil works have been erected for the manufacture of oil.

The discoveries in Albert have been a source of much gratification to the people of the Province, as evidencing that abundant supplies of coal do exist, and that the coal measures are not so barren as some have supposed. Indeed, it is likely that more critical examinations of other sections of the country will prove that localities where coal is now only supposed to exist in small quantities, are rich in their deposits of this precious mineral.

The value of the coal exported in 1858 was £13,743; in 1859 the exports were nearly three times as valuable.

Iron.—Iron ore abounds in New Brunswick. It has been found in considerable quantities near Woodstock (of the hæmatite species), and smelting works on an extensive scale are now in operation there; very fine iron being produced. The bed of iron found near Woodstock is in three separate strata of respectively 28, 15, and 27 feet. Iron ore has also been found in considerable quantities on the Nerepis Road, some distance below Fredericton. Its thickness is described as varying from 20 to 60 yards. One great reason why the iron of New Brunswick is not worked more extensively is accounted for by the fact that as yet coal has not been found in the vicinity of the ore, and the cost of its conveyance thither so increases the price of the smelted iron as to prevent its finding a ready sale. This is an obstacle, however, that time will overcome.

Gypsum is found at several places in the Province. On the Peticodiac River, where it exists in large quantities, works are now in course of erection calculated to produce, during the working season, 500 barrels per day. In 1858 the amount exported was 113,780 cwt., but in previous years as much as 300,000 cwt. have been sent abroad. There is diminution in the amount raised, but there is a greater demand for it for home consumption, as it makes an excellent manure.

Copper and *lead* are also found; and it is believed that the former exist in considerable quantities.

Gold.—Indications of this prevail extensively in various districts, which are now being surveyed.

Among the useful stones *Limestone* may be mentioned, large quantities of which are burned annually. In 1858, 60,240 bushels of lime were exported; the amount burned the same year was about 250,000 bushels. *Sandstones* of various kinds are quarried. In Albert County large quantities are raised and sent to the United States. Some of the most handsome stores and private residences in New York, are built of freestone from New Brunswick. The sandstone is found in every shade of colour from blue to grey. Other valuable building stones are raised, such as *Granite* and *Marble*—the latter of fair quality.

Materials for *paving* and *tiling* abound. An excellent description of blue *flagstone* is found, and also *roofing slate* of good quality.

Grindstones are manufactured (and considerable numbers exported) from the Granite and Syenite rocks. A very fair quality of grindstone is made from one kind of *Sandstone*. In 1843, 2,100 grindstones were manufactured in the Province. In 1851, the number was over 50,000.

Potter's Clay and *Fire Clay* are found abundantly. Large quantities of bricks are made, numbers of which are sent to Nova Scotia.

Among ornamental stones may be mentioned—*Agates*, *Jasper*, *Amethyst*, *Garnets*, and *Chert*. *Pure Crystal* is also found.

The various materials required in glass making are to be found. Also refracting materials as *Asbestos*, *Plumbago*, *Soapstone*, and *Islandic Spar*.

Naptha of a superior quality is found. In 1858 the export of *Manganese* was 334 tons. It is found in considerable quantities.

Iron Pyrites for the manufacture of Copperas; *Sulphate of Barytes* used in mixing white lead, and the various *Ochres*, from some of which fire proof paint has been already manufactured, are also found.

Salt of a superior description has been manufactured.

Annexed is a list of various rocks and minerals, the greater part of which are found extensively. Some of these have been mentioned above, but the list is here made complete; Granite, Syenite, Roofing Slate, Porphyry, Mica Slate, Talcoose Slate, Limestone, Hydraulic Limestone, Marble, Alum, Slate Coal, Graphite or Plumbago, Ochres, Iron Ores, Manganese, Ores, Galena or Lead Ore, Grindstone, Free-stone, Sulphuret of Copper, Amethyst, Agate, Jasper, Hornstone, Thompsonite, Stilbite, Apophyllite, Hornblende, Feldspar, Chlorite, Garnets, Talc, Asbestos, Magnesite, Carbonate of Lime, Sulphate of Barytes, Gypsum, Potter's Clay, Fire Clay, Sulphate of Iron, Tourmaline, Turpentine, Iron Sand, and Iserine.

The mineral springs are *salt*, *sulphurous*, *carburetted*, *hydrogen*, and *ferruginous*.

THE FOREST.

The principal article of export from New Brunswick is the produce of her forests. In the manufacture of lumber thousands of her people are engaged, and a large amount of capital is invested; and to such an extent is this business prosecuted, that it has been proved to a demonstration that New Brunswick can produce more lumber of certain kinds than there is a demand for in the British market.

Some idea of the extent of this trade may be formed from the subjoined statement of lumber—the growth, produce, and manufacture of this Province—exported in 1858, a year of great commercial depression:—

Article.	Quantity.	Value.
Boards, scantling, and plank, exceeding nine feet long.....}	13,116,000 feet.	£24,921
„ not exceeding nine feet.....	5,710,000 „	7,454
Clapboards.....	309,000 „	1,002
Deals, exceeding nine feet long	198,718,000 „	377,944
„ not exceeding nine feet	10,067,000 „	14,561
Ship knees.....	138 „	138
Laths	25,714 m.	5,618
Lathwood	1,045 cords.	1,045
Pickets	63,619,000 pieces.	4,895
Box and hogshhead shooks	123,747	12,532
Door and window materials	100,000 feet.	815
Staves	60,480	114
Sleepers	10,222	391
Shingles.....	36,260 m.	11,319
Spars and masts	61,452	2,066
Birch Timber	13,732 tons.	15,084
Spruce „	361 „	320
Pine „	52,135 „	81,871
Total value		£563,090 stg.

There are several small items not included in the above list; but an idea may be formed of the value of the timber trade, when it is stated that the above £563,090 represent more than half the value of the other exports of the Province (for the same year) put together, excepting of course the value of newly constructed ships.

In 1852, 223,676 tons of shipping were employed to convey the lumber exported from the port of Saint John and out ports; in 1856, 281,821 tons were employed; in 1858 (the year for which the figures are given above) 195,428 tons were employed; in 1859, 275,012 tons—showing an increase in the tonnage in the last year of 79,484.

The *quality* of the timber sent from New Brunswick is of the finest description, a fact to which even the lumber manufacturers of Canada bear testimony; for in answer to a query put to them at a meeting held in Ottawa the past year, they replied for the information of the Commissioner of Crown Lands in the following terms:—“Very little wany timber has up to the present been manufactured in, or

exported from, this Province," because "the Saint John, N. B. market appears up to this time to have fully supplied the wants for choice timber in Britain; and timber from that quarter has always been more esteemed and *maintained higher prices* than the best description shipped from Quebec."

For many years to come, New Brunswick will continue to export timber and lumber in considerable quantities, her capacity for doing so being as yet almost undiminished.

The principal exports are of spruce, pine, and birch; but the Province produces hachmatack, fir, maple, cedar, butternut, oak, ash, and a variety of other woods, all of which are used in a greater or lesser degree in the manufacture of articles of home consumption.

It may be well to mention also that in addition to the timber exported and specified above, large quantities of pine and spruce and other woods are used in the erection of houses and the building of ships in the Province, which should be taken into account when speaking of the productiveness of its forests.

THE FISHERIES.

The Fisheries of New Brunswick are exceedingly valuable, but they, like the mineral wealth, are comparatively undeveloped. Indeed, owing to the attention given to lumbering, no other branch of industry, except that of shipbuilding, may be fairly said to be developed at all. With the frontage which New Brunswick possesses upon the sea, it is apparent that the facilities afforded for carrying on the fishing business are very great; and though these facilities have been neglected in the past, it is believed that the apathy which existed concerning them is fast being dispelled. The provisions of the Reciprocity Treaty extend to the people of the United States a participation in the fisheries around the coast of British North America, and they have not been slow to avail themselves of the wealth thus opened up to them. Their success seems to have had a good influence upon the Provincial fishermen, who, now that they have an able competitor, are determined at least to enjoy a share of the treasures before neglected, and in a few years, it is believed, the deep sea fishery will be as actively prosecuted by Colonial as it is now by American fishermen.

There are several fishing stations belonging to New Brunswick upon the Gulf of St. Lawrence and the Bay of Fundy. The total value of the fish of every kind taken annually may be estimated at about £150,000 sterling, a little more than one-quarter of what it should be. The fish exported in 1858 was valued at £50,564 sterling, but the actual value is considerably in excess of this sum, as many of the vessels engaged in fishing proceed direct from the fishing grounds to the United States, and no account can be kept of their cargoes or the value of them.

The principal fish are the salmon, shad, and gaspereaux—the alewife of commerce—codfish, pollock, hake, herring, and mackarel. The salmon fishery is very valuable; as many as 40,000 salmon have

been taken in the course of a single season at the mouth of the Saint John; a large portion of which are sent fresh to the United States and command remunerative prices. At the entrance to the Miramichi 400,000lbs. of salmon are annually put up "preserved" for export. Gaspereaux and shad fishery is next to the salmon, and like it may be termed "in-shore fishing," as the fish enter the fresh water to spawn, and are taken in weirs along the shores of the bays and rivers, and in drifting nets a short distance from land, in almost fabulous quantities.

Fishing for codfish, hake, and the other mentioned fish (except herring, which is also taken along the shore*), may be termed "deep sea fishing." It requires more capital and more labour than the other; but it can be made very productive. "In-shore fishing" is vigorously prosecuted; but few are engaged in the other branch.

Shell fish of various kinds, such as oysters, lobsters, &c. abound; while the rivers are stocked with fish of the usual fresh water varieties. In addition to the fish named many other kinds are taken, some valuable as food, and others only for the manufacture of oil.

"There is probably no part of the world where such extensive and valuable fisheries are to be found, as within the Gulf of St. Lawrence. Nature has bountifully provided within its waters the utmost abundance of those fish which are of the greatest importance to man, as affording not only nutritious and wholesome food, but also the means of profitable employment.

"These fisheries may be prosecuted as well in the open waters of the Gulf as within every bay, harbour, creek, cove, and inlet in connection with it.

"The immense products which might be obtained by a vigorous prosecution of the fisheries for herring, cod, and mackarel, would not only furnish a fruitful source of profit to a railway, but they would afford such an amount of remunerative employment to all the productive classes, as almost to defy calculation. They would enable the Province to open up and prosecute a successful trade with several foreign countries, with which at present the merchants of New Brunswick have no connection whatever.

MANUFACTURES AND SHIPBUILDING.

Aside from the ships built and the lumber sawed, New Brunswick can hardly be called a manufacturing country; yet it would be unjust not to say that there are many articles required for home consumption which she produces in considerable quantity. The census of 1851 gives the following as the number of factories and manufacturing establishments in operation in that year:—261 grist mills, 584 saw mills, 125 tanneries, 52 weaving establishments, 8 breweries, 11 foundries, 5,575 hand looms, and 94 unenumerated factories.

* Mackarel is taken along the shore—but fishing may also be prosecuted very profitably at sea.

As the water power of the Province is very great, it is evident that as the population increases along the banks of the rivers, and the resources become developed, manufactories will spring up; and the demand for many articles now imported will be answered at home.

As an example of the rapidity with which the Province advances, it may be mentioned here that when Railway works were commenced a few years ago, there was not an establishment capable of producing other than the simplest works in connection with such an undertaking. Now, however, locomotives are built in Saint John, equal in every respect to those imported; and cars in nowise inferior to any manufactured abroad have also been made.

There are in the Province, potteries, oil factories, paper mills, cotton mills, factories for the manufacture of chairs, buckets, and other wooden ware, nail factories, planing mills, soap and candle factories, plaster mills, brick yards, and other works of different kinds in addition to those named as taken from the census. Large quantities of maple sugar are also manufactured annually—the amount being about 500,000 lbs.

Ships are, however, the great article of manufacture. In 1848 there were built 86 ships of 22,793 tons; in 1853, 122 ships of 71,428 tons were built; in 1854, 135 ships of 99,426 tons; in 1857, 148 ships of 71,989 tons; and in 1858, 76 ships of 26,263 tons, in 1859, as near as can be ascertained, the tonnage of ships built was 40,000. The average value of these ships is £7 stg. per ton.

Within the last year or two, there has been a decline in the number and tonnage of ships built in New Brunswick when compared with those of a few years preceding; but this is owing to depression of the shipping interests throughout the world, and not to any falling off in the capacity of the Province to manufacture ships. Whenever this business again revives New Brunswick will be able to produce as many ships as a market can be found for in Europe.

As far as the character of New Brunswick ships is concerned *that* is a matter of history at the present time; they are equal in beauty, in durability, and in speed, to any wooden ships now manufactured; they obtained the highest classification at Lloyds; and even at the most depressed commercial seasons, they have obtained the best prices in the English market.

The amount of capital employed in shipbuilding is very large; and in busy seasons, when numbers of ships are being built, mechanics engaged in this branch of industry, receive a high rate of wages; and the general business of the Province is sensibly affected thereby.

Saint John is the principal shipbuilding place; but vessels are constructed on the main river and some of its tributaries, and at various places along the Bay of Fundy and the Gulf of St. Lawrence.

In comparison to her size and population, New Brunswick is the largest shipbuilding country in the world. In 1849 she built one ton

of shipping to every five of her inhabitants: in the same year, according to Andrews's Report to Congress, 256,579 tons were built in the United States, being about one ton to every 79 of the free inhabitants. In 1854 New Brunswick built one ton to every two of her inhabitants, while in 1852 the proportion in the United States was one ton to every sixty-five of the inhabitants. In the State of Maine the proportion was about one ton to every five of the inhabitants.

In 1854, 99,426 tons of shipping were built in New Brunswick; in 1852* the United States, with a population one hundred times greater, built only 351,494 tons. In 1852 only two States of the Union exceeded New Brunswick in the number of tons built—viz: Maine, 110,047 tons; New York, 72,013 tons; in New Brunswick 58,339 tons were built. In 1854 New Brunswick built 27,006 tons more than New York in 1852. In 1853 the average tonnage of all the vessels built in New Brunswick was 585; the only State in the Union whose average tonnage exceeded this was New Hampshire, where, in 1852, it was 679; but in that year the whole number of ships built in New Hampshire was only 14, with a total tonnage of 95,15. The average tonnage of the ships built in the United States in 1850 was 200; in 1852, it was 243; in New Brunswick in 1850 it was 354; in 1852, 495.

The above figures clearly demonstrate the shipbuilding capabilities of New Brunswick. In this branch of industry she is far ahead of her sister colonies, and compare favourably with the mother country.

TRADE AND COMMERCE.

The commerce of New Brunswick has increased rapidly since 1784, until now, in proportion to her population, her imports and exports are equal to those of any of the great commercial nations of the globe; thus demonstrating at the same time the vastness of her resources and the wealth of her people.

In 1829 the imports were valued at £643,581 sterling, and the exports at £457,855 sterling; in 1850 the imports were £815,531, and the exports £658,018; in 1855 the imports were £2,068,773, and the exports £1,104,215; in 1856 the imports were £1,521,178, and the exports £1,073,351; in 1857 the imports were £1,418,943, and the exports £917,775; and in 1858 the imports were about £1,170,000, and the exports £816,780. Those of 1859 exceed those of 1858 by nearly one quarter.

The difference against the Province between the imports and exports is accounted for (to say nothing of the value of the ships sold in the English market) by the fact that the value of the exports given above is only the estimated value at the time of exportation; the real value at the market at which they are sold is much greater. Thus in 1857 the whole exports of the Province are set down at £917,775; but the English Blue Book for the same year shows that the imports into

* The last year for which I have returns.

Great Britain alone were £1,102,111 stg. The increase on the exports to other countries in addition to this would more than make up the difference.

The years 1853 and 1854 were years of unparalleled prosperity, during which the trade of the Province increased with astonishing rapidity; in later years there has been a decline when compared with these; but taking 1848 and 1857 as two extremes it will be found that in nine years the trade of the Province has nearly doubled. In 1848 the total value of exports and imports was £1,268,607; in 1857 the total was £2,336,718, neither of which included the value of ships built.

The imports of Canada in 1853 were £7,995,359 currency, an average of about £3 14s. to each individual in the Province. In the same year the imports of the United States were about £2 7s. per head. The value of the imports of New Brunswick were £2,059,429 currency. Assuming the population in that year to have been 200,000, every man, woman and child in the Province—a sum so enormous as to seem almost incredible were it not borne out by figures.

In the same year the exports of Canada were set down at £2 15s. per head; of the United States £2 7s. 2d.; while those of New Brunswick were £9 8s. 8d. per head. These figures are in currency, and the value of ships built is included in the exports. The year 1853 is chosen, because in that year Canada attained her greatest prosperity—and thus a fair opportunity of comparing her trade relatively with that of New Brunswick is afforded.

In 1854 the imports into New Brunswick were £2,068,773stg., and supposing the population in that year to have been 206,000, the average value of the imports per head was £10 sterling. In the same year the exports were £1,104,215; there were 99,426 tons of shipping built, which valued at £7 stg. per ton would make the whole exports £1,810,197, or nearly £9 stg. for each individual in the Province. In the past year the exports averaged about £5 stg. per head. The Provincial Secretary estimates that New Brunswick imports to the value of £5 12s. per head; and Great Britain to the value of £5.

The English Blue Book for 1857 gives the imports from Canada for that year as being of the value of £2,663,034; those of New Brunswick (as already stated) were valued at £1,102,111; thus showing that in that year Canada, with a population eleven times greater than New Brunswick, sent to the United Kingdom goods valued at only a little more than twice the value of those sent from the latter province.

In the year 1824 there arrived at the different ports in New Brunswick 914 vessels, with a tonnage of 219,567 tons; in 1840 there arrived 2,910 vessels with a tonnage of 365,697; in 1856, 3,222 vessels, with a tonnage of 645,756; and in 1858, 3,146 vessels, of 573,473 tons.

In 1824, 898 vessels, of 227,720 tons, cleared; in 1840, 2,952 vessels, of 408,966 tons; in 1856, 3,375 vessels, of 704,149 tons; in 1858, 3,157 vessels, with a tonnage of 597,167. The tonnage of 1857 gave employment to about 25,000 seamen.

The amount of tonnage entered inwards at the United States in

1851 was about 4,993,440, or about one ton to every four of the free inhabitants. In the same year the tonnage entered inwards in New Brunswick was 489,150, or about two and half tons to every inhabitant.

In 1850, 882,116 tons of shipping entered inwards at the ocean ports of Canada. In New Brunswick the same year the amount was 436,622, or a little less than one half that of Canada.

Facts like these show most plainly the trading capabilities of the Province.

In like manner, the tonnage and number of vessels owned in New Brunswick is proportionately greater than the number and tonnage owned in the United States. In 1848 the Province owned 763 vessels, of 113,825 tons; in 1850, 807 vessels, of 121,999 tons; in 1855, 506 vessels, of 110,451 tons; in 1857, 857 vessels, of 160,508 tons; and in 1858, 812 vessels of 139,095 tons, being a little over one ton to every two of the inhabitants. In 1852 the entire tonnage owned in the United States was 4,138,439, or about one ton to every four and half of the inhabitants of that country.

POPULATION.

The population of New Brunswick in 1783, after the Loyalists landed, is estimated to have been 11,457. In 1824 it had increased to 74,176, just 57.7 per cent. In the 10 following years it had increased to 119,457. In 1840 the population was 154,000; in 1851, 193,800; and the census of 1861 brings it up to 250,000. In twenty years after its settlement the population increased more than one hundred per cent. In the past twenty years the rate of increase has been 46.43. The increase of the population of the United Kingdom between 1841 and 1851 was at the rate of 13.20 per cent. In New Brunswick it was 23.24 per cent.

The population of the United States in 1800 was 5,305,925. In 1850, it was 20,250,000, an increase of nearly 400 per cent in 50 years. In 57 years, between 1783 and 1840 the population of New Brunswick increased eleven hundred per cent.

Assuming the census of 1861 to give the number of inhabitants as 240,000, it will be found that in 78 years the population has increased twenty one hundred per cent. In 1824 the population was 74,176, 1840 it was 154,000, more than doubling in sixteen years.

Between 1841 and 1851 the population of New Brunswick increased 23.24 per cent., exceeding the increase in the State of Maine during the same period 7.29 per cent.; that of New Hampshire by 11.79 per cent., and that of Vermont by 16.07 per cent.; and it has exceeded their aggregate and average ratio by about 10.86. In the same period the increase in Massachusetts was 11.10 greater than in New Brunswick. But taking the four adjoining States together, their increase is exceeded by that of New Brunswick by about 2 per cent.

Since 1783 the population of the Province has doubled every 17 years.

PROVISIONS.

Provisions are cheap, and the markets well supplied.

Beef.....	4d. to 5d. per lb.
Pork, Mutton, and Veal.....	3½d. to 4d. "
Poultry	4d. to 5d, "
Fish of all kinds, very low.	
Butter.....	8d. to 10d. "
Cheese	5d. to 6d. "
Potatoes.....	1s. 6d. to 2s. per bushel.
Turnips	10d to 1s. "
Oats	2s. to 2s. 3d. "
Wheat	3s. 6d. "
Hay..	50s. to 60s. per ton.
Flour (Wheat)	20s. per brl. of 196 lbs.
Oatmeal.....	17s. 6d. "
Buckwheat Meal	17s. 6d. "
Tea.....	2s. to 3s. per lb.
Sugar	4d. to 6d. per lb.

VALUE OF PROPERTY.

It is almost impossible to arrive at any correct idea of the property owned in New Brunswick; it is probably over £25,000,000. The Secretary of the Province estimates that each individual inhabitant, if the wealth were equally distributed, would own real and personal property to the extent of 440 dollars. This appeared to be large, but it is probably within the mark. In 1851 the wealth of the United States, if equally distributed, would give about 350 to every free inhabitant. Only two States of the Union exceeded in wealth (per head) in 1851, the supposed wealth of New Brunswick at the present. These were the States of Massachusetts and Rhode Island; in the former of which the average is 511 dollars, and in the latter 540. It is about equalled by Louisiana, South Carolina and Connecticut. All the other States are considerably under 400 dollars per head. The wealth of Great Britain per head exceeds that of New Brunswick, but in this Province it is more equally divided.

REVENUE AND EXPENDITURE.

The ordinary Revenue in 1784 was £742; in 1789 it was £962; in 1803 it was £3,731; in 1814, £25,878; in 1824 it was £44,620—these sums exclusive of certain fees collected by the Imperial Government. In 1834 the Revenue had increased to £96,375; in 1840 it was £110,047; in 1845 it was £126,656; in 1850, £104,933; in 1854, £203,054; in 1856, £147,248; in 1857, £167,063; in 1859, it was £168,726, with £24,634 additional as a Railway impost.

The tariff of the Province is so arranged that no more taxes are levied than is necessary for the purpose of carrying on the Government, and supporting or aiding such institutions of the country as are chargeable to the revenue. It is stated by the Provincial Secretary that the taxes in New Brunswick—direct and indirect—are about 17s. 6d. per head; in the United States 32s. per head; and in England 60s.

The indirect taxes are about 11s. per head. The revenue is not wholly derived from the duty imposed on exports and imports.

A large portion of the revenue is returned again directly to the people in educational grants, road grants, and grants of various kinds for opening up the resources of the Province.

The funded debt of New Brunswick, on the 31st October, 1858, was £706,800 currency, and the floating debt £157,564, making the total of indebtedness £864,364. The assets up to the same period were £737,657.

By far the larger portion of this debt has been incurred in the construction of a Railway across the Province, from which it is believed New Brunswick will derive incalculable benefits.

RAILWAYS.

A Railway from Saint John to Shediac, 114 miles in length, has been constructed. This Railway connects the waters of the Gulf of Saint Lawrence with those of the Bay of Fundy. This line it is intended, shall ultimately be connected with the railway systems of the United States and Canada. Of course this work is undertaken upon borrowed capital, but the resources of the Province are so great as to shut out any fear that the liability incurred will ever become a heavy burthen upon the people.

The section of the road from Saint John to Shediac being completed, it is believed that measures will be taken to push the line either to the Canadian or to the American frontier, or, perhaps, to both.

A Company is also engaged in the construction of a Railway from Saint Andrew's to Woodstock—which is now nearly completed; and latterly the same Company have contracted with parties for the finishing of this road to the Canada boundary line, where it is intended to unite with the "Grand Trunk" of that Colony.

From this it will be seen that for several years New Brunswick will afford employment to labourers and mechanics without number, and the construction of works of such magnitude will attract thither large numbers of persons of those occupations.

ROADS.

In addition to the means of internal communication afforded by the rivers and by the railways now in construction, great roads intersect the country in various directions—and the streams are all bridged by Government, so that the traveller can ride from one end of New Brunswick to the other without interruption; he will meet no turn-pikes* to stop his progress and prey upon his purse: the roads are free to every man who chooses to make use of them. There are sixty lines of great roads in the Province, the length of which is 2,200 miles.

* The only toll bridge is the "Suspension Bridge" over the Saint John River, near the City.

The bye roads are very numerous. In fact, in some portions of the Province every settler has a bye-road for his sole use and benefit. The Legislature yearly allows a certain sum to each County for the bye road service.

In 1859 there was expended on account of the Great Roads 17,800*l.*; and on account of the bye roads, 14,000*l.*

POST OFFICE.

The postal arrangements are efficient. The Post-office Department is under the control of the Postmaster General, who is, by virtue of his office, a member of the Colonial Government. An uniform rate of 3*d.* currency is charged upon all letters for transmission through the Province or sister colonies. Newspapers are free of postage. A slight charge is made for pamphlets and magazines.

In 1852 there were 30 post offices and 105 way offices; the total length of mail routes in that year was 2,160 miles; the number of miles travelled was 474,471. In 1858 there were 39 post offices, and 241 way offices; the length of the mail routes was 3,006 miles, and the number of miles travelled (in thirteen months) 571,236.

This increase of mail routes is very satisfactory evidence of the onward progress of the settlement of the Province.

PUBLIC LANDS.

The Province contains 17,677,360 acres, one half of which, at the very least, remains yet to be disposed of. Land is very cheap, and there is no obstacle in the way of a man becoming a freeholder almost as soon as he arrives in New Brunswick. For actual settlement the Government issue free grants of 100 acres on certain conditions, which are easily complied with. During the past five years colonies have been formed of the different religious denominations, who have taken blocks of 10,000 acres in a locality, and settled upon these 100 families, that in this way, they could more readily erect churches and school houses, and support clergymen and teachers; this mode has been adopted by the Presbyterians, Methodists, Baptists, and Roman Catholics.

Land purchased by cash is put up at auction at a certain place in each County, upon the application of the party wishing to purchase. The upset price is three shillings per acre. There is rarely any competition, and it is generally sold at that rate. If the purchase money is paid immediately, a discount of 20 per cent. is allowed; but if the buyer chooses he need pay only one-fourth the purchase money down, and the remainder in three yearly instalments.

A large quantity of land is owned by the New Brunswick and Nova Scotia Land Company, respecting which they lately made the following announcement:—

“The Court of Directors of the New Brunswick and Nova Scotia Land Company have resolved, until further notice, to sell lands situated on lines of road within the tract belonging to the Company, in lots of 100 acres to 300 acres each, suited to the convenience of purchasers, at five shillings currency per acre, dividing the purchase money into instalments spread over six years, as follows—viz., Deposit on signing agreement to purchase, 1*s.* per acre; second year, no in-

instalment required; third year, 1s. ditto; fourth year, 1s. ditto; fifth year, 1s. ditto; sixth year, 1s. ditto, without addition of interest if instalments are regularly paid."

Land owned by private individuals is often offered for sale, and of course, commands a higher price, according to its quality.

There is an Emigration officer at St. John, whose duty it is to give immigrants all information necessary respecting the country, its soil, the vacant lands, the best localities for settlement; and his services ought always to be invoked by parties coming to the Province, and intending to reside here.

EDUCATION.

The liberality with which New Brunswick provides for the education of her people is excellent evidence of her enlightened spirit. Every effort has been made to place the blessings of education within reach of the humblest individual; nor have these been unavailing, for the Common School system, though not yet perfect, is rapidly becoming so, and even as it now stands, it is a credit to the people and reflects honour on British institutions. It cannot be said that "chill penury" here represses the noble rage of any who desire to learn; neither need the "genial current" of the soul in the poorest child be frozen for want of knowledge.

The Province annually spends large sums for education; but it could not make a better investment of its money, for the generation now growing up will hereafter repay an hundredfold all that it now receives.

In the year 1852 there were 688 Parish Schools in New Brunswick, and the number of children attending them was 18,591. In 1858 the schools had increased to 762, and the scholars to 24,138. In the latter year 25,000*l* was allowed by the Province for Educational purposes; in 1859 this sum was increased by about 5,000*l*.

Besides these Parish Schools there are Superior Schools, where the youth receives an education to fit him for College; and the several religious denominations have educational establishments of an excellent order for the training of youth, where the higher branches of learning are taught.

At the session of the Legislature held in 1858, an Act passed erecting King's College, Fredricton, into an University for the whole Province. This Act has just taken effect, and the University, when fully organised, will give a great impetus to education, as it is proposed by a judicious system of free scholarships to open the University to the ambitious lads at school in each County of the Province.

A Training and Model School is also in operation for the education of Teachers.

RELIGION.

Like the mother country, there is perfect freedom of conscience in New Brunswick. Every man is at liberty to worship God in whatever way he may see fit to do so. The offices of trust in the Province are open to every one, without reference to his particular form or belief.

In 1851 there were 423 places of worship in New Brunswick; and the clergymen were divided as follows: 1 bishop and 59 clergymen of

the Established Church of England; 1 bishop and 25 priests of the Roman Catholic Church; 8 clergymen of the Established Church of Scotland; 13 of the Presbytery of New Brunswick; 3 of the Reformed Presbyterian Church of Ireland; 1 of the Presbyterian Church of Nova Scotia; 33 Wesleyan Methodist Ministers; 72 Baptist Ministers; 4 Congregational Ministers.

The number of churches and clergymen has increased 25 per cent. within the past ten years.

CIVIL GOVERNMENT.

By a Law of the Provincial Legislature, each County in the Province may become incorporated, elect a Municipal Council, and raise money by taxation or otherwise, and be sued, and transact any general business appertaining to a Corporation, enact local regulations for the government of the County, and devise means for its improvement and for the developing of its resources.

The Council is made up of two Councillors from each Parish in the County; these Councillors choose a Warden to preside over them. Every male inhabitant, residing in the County, who is liable to taxation, is capable of voting at the election of Councillors. Candidates for the office must be possessed of real estate worth £150 above encumbrances.

The Municipal system is not compulsory on the inhabitants of a County, and, therefore, is not general; only some of the Counties having embraced it. Those who are friendly to the system claim that its adoption by all the Counties would prove of much general benefit.

The Government of the Province is a miniature of that of the mother country. The Legislature is composed of three branches: the Governor, who represents the Monarch; the Legislative Council, consisting of 21 members, appointed for life, is the Colonial House of Lords; and the House of Assembly of 41 members, represents the British House of Commons. The members composing the latter are elected by the people, every male inhabitant "assessed in real estate to the amount of twenty-five pounds, or personal property, or personal and real together, amounting to one hundred pounds, or one hundred pounds annual income," is entitled to vote, so that the suffrage is nearly universal.

The Executive Council consists of nine members, who are the advisers of the Governor. When the acts of this Council fail to receive the sanction of a majority of the House of Assembly, it is, according to the theory of Government here as well as in England, supposed to have lost the confidence of the people, and its members are forced to retire. Most of the principal offices of State are held by members of the Executive Council; and when they are appointed to these offices the approval of their constituents must be received before they can remain in them.

As in England the Legislative Council has no power to emanate money votes—such privilege belonging solely to the popular branch of the Legislature.

In all matters relating to its own affairs the Province governs itself. The royal prerogative is rarely used in opposition to the will of the people expressed through the Legislature.

The system of Government is plain, effective, and satisfactory. It is well adapted to the requirements of the people, and the present position of the Province is to be attributed in a great degree to its mode of government.

GENERAL REMARKS.

There are many matters connected with the Province which should have been mentioned in the foregoing, as for example, its Judiciary, its Press, its Banking Institutions, the number and increase of settlements: but space does not permit. It may be briefly stated, however, that in the City of Saint John there are three banking institutions, all of them in a healthy and efficient condition. There is also a bank at Moncton in Westmoreland County, at St. Stephen's in Charlotte County, and one at Fredericton.

The Judicial system is simple, and answers the requirements of the Province most admirably.

The incorporated cities are Fredericton, St. John, and Moncton. The population of St. John is about 30,000. Fredericton is the residence of the Governor. The number of settlements is large, and the number of their inhabitants varies from 5,000 downwards.

CONCLUSION.

There remains in New Brunswick over 15,000,000 acres of land to be cleared; there are many trees to be felled, much lumber to be sawed, many ships to be built, numerous mines to be explored, many fish to be caught, and people are required to do the work. What a prospect is here afforded to those whose hardest toil among the overcrowded populations of Europe during a long existence, is only sufficient to enable them to live from day to day, with no prospect of advancement for themselves, or hope that their children can do better after them. Here twenty years of labour as a farmer will secure to the industrious man a home. There need not be twenty years of pinching poverty, uncheered by any of the pleasures of life. They will afford much time for the enjoyment of innocent amusement, for the pursuit of literature, for the cultivation of the arts, or the investigation of science; they will allow time for the performance of *citizen* duty to the State. Whatever may be the particular hobby of the man, he can, by the exercise of a moderate economy, while building up a fortune, allow himself a sufficiency of means to enjoy it. In these twenty years he can educate his children, and educate them well too, fitting his sons either to be good farmers, mechanics, or professional men, agreeably to their own preconceived tastes.

The poor man who comes here is sure of success, if he be persevering and industrious. Instances are not wanting of boys who left the mother country, and arriving here almost penniless, have, by economy, application, and industry, attained considerable wealth, and been deemed worthy by their fellow-citizens of some of the first positions in the Province.

It is not only to the poor man, however, that New Brunswick offers great inducements. As a rule, it may be laid down that the man who commences life in any country with no capital but his labour, is not

in a position to grow rich so fast as he who has a few hundred pounds to start with. If the former can secure to himself a competency in twenty years, the latter must in the same period reap a handsome return on the capital he invests, in addition to the profits on his labour.

There are in England especially, many men of good birth and excellent social standing, whose income is so small as to keep them in that country in a state almost bordering on penury. Without a profession of any kind, they live on from year to year, a burthen to themselves and their friends; the younger branches of some noble family, their only inheritance a share of its pride, their only hope a dependence on patronage—their lives must be miserable. Men so situated should seek a home in this Province. Here their money would be really serviceable—it would bring them ten times the amount of comfort they could procure from it in England. They could become useful to the State; and they could look forward with some degree of hope to the future welfare of their children. In England the class of persons referred to are nonentities; if they could be induced to come to this country they would soon learn to do the share of work allotted to them, for their own happiness and the good of their fellow men.

Again, there are in the United Kingdom many farmers in fair circumstances, but who, from the pressure around them, are not able to advance. If not becoming poorer they are not getting richer; all their exertions for advancement are unavailing; and they are saddened, depressed, disheartened. For such as these, New Brunswick offers every inducement for settlement.

But there is no limit to the people that must be benefitted by seeking a home in New Brunswick, where it is certain that by industry the poor man may become rich, and the rich man richer. Under the constitution of the Province every man enjoys the same privilege as his neighbour; wealth is of no avail against talent; and industry and integrity are the sure passports to success. The Province offers to every one the inducement of a comfortable home; all who seek employment may find it; and to those especially who till the soil, or who desire to do so, she affords opportunities and advantages equal, if not superior to those offered by any other portion of America.

A colony of Great Britain, New Brunswick is endowed with the liberal institutions and enlightened sentiments of that country: she has a free press, a free government, and a prosperous and contented people. Her progress since her settlement in 1784 has been remarkable; her present position is enviable, her future bright and inviting. The policy pursued toward her and her sister colonies is ample evidence that the Statesmen of England have not shut their eyes to the power that is here growing up. The Colonies are learning self-dependence and self-government; lessons that their future history will prove that they have not been acquiring in vain.

There are packet ships sailing from Liverpool in nearly every month—Steerage passage about £4, and Cabin passage £10. All information on this subject may be obtained from T. C. Jones, Esq., 1, Ansdell-street, Liverpool. The distance from Liverpool to St. John is 2,500 miles, which is accomplished in from 21 to 23 days.

LONDON INTERNATIONAL EXHIBITION,

1862.

CATALOGUE OF ARTICLES

FROM NEW BRUNSWICK.

AGRICULTURAL PRODUCE.

Barley Meal.

Hulled Barley.

Oatmeal.

White and Black Oats.

Spring Wheat.

Corn Meal.

Buck Wheat.

Timothy Seed.

Indian Corn.

Barley.

Peas and Beans.

Maize in Ears.

Native Grasses, 30 Specimens.

NATIVE WOODS, 76 SPECIMENS.

Shingles.

Clap Boards.

AGRICULTURAL IMPLEMENTS.

Forks, Hoes, Spades, Horse rake, Plough, Grubber,
Cultivator.

MANUFACTURES OF THE PROVINCE.

Metal : Edged Tools, Saws, &c., Brass Castings, Nails,
Railway Carriage Springs, Road Carriage Springs,
Railway Carriage Wheels, Ship's Wheel, Horse
Shoes.*Furniture* : Sofa, Chairs, Table, Mirror, Maple-door,
Specimen of Graining, &c.

MODELS, &c.

Railway Train: Locomotive Engine, First and Second Class and Express Cars, Engine-house, Snow plough, Flange cleaner, Railway bridge, Road bridge, Suspension Bridge, Saw mill, Steering apparatus, Patent Windlass, Fog Alarm, Stone-picker, Steam engine, Oscillating cylinder, Enamelled Iron Mantel-piece, Fire engine hose, Single and Double Sleigh.

MISCELLANEOUS.

Woollen Cloth, Hats, Book-binding, Dentistry, Oil paintings, Photographs, Bead work, Dresses, Boxes, Mocassins, &c. made by the Indians, Ornamental Cone Work, What not, Model Summer House, Watch pockets, Baskets, Hair Wreath, Box Wood Moulds.

FURS AND ANIMAL PRODUCTS.

Beaver Coat and Gauntlets, Bear and Lynx Robes, Mink Muff and Gauntlets, Moose Horns.

PROVINCIAL PENITENTIARY MANUFACTURES.

Pails, Tubs, Brooms, Brushes.

FOOD and Consumable Articles.

Preserved and Spiced Salmon, Preserved Lobsters, Honey, Biscuits, Maple Sugar, Albertine Oil.

MINERALS AND FOSSILS, 500 SPECIMENS.

Albert and Ordinary Coal, Freestone and Granite, Mineral Paint, Grindstones, Clay, Sand.

BOOK OF FOLIAGE OF TREES OF THE PROVINCE.

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