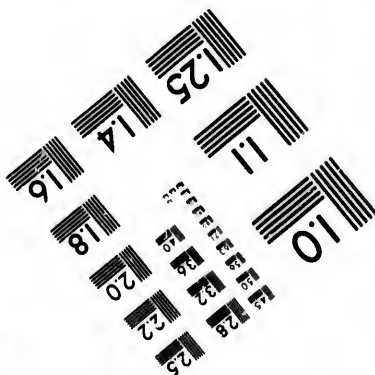
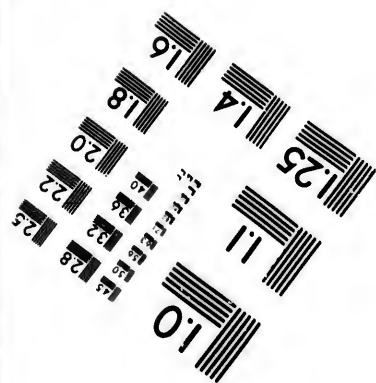
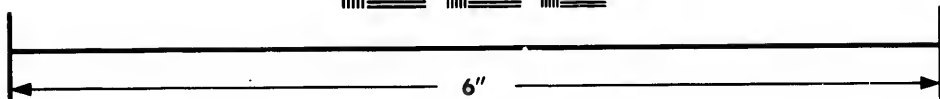
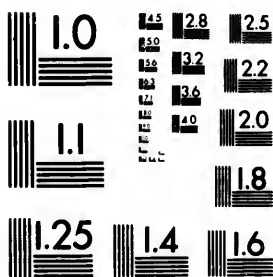


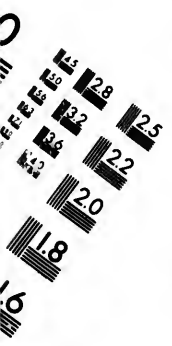
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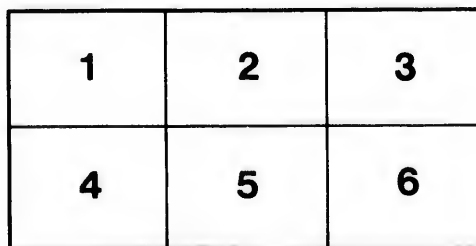
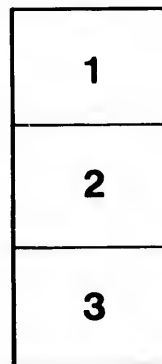
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PRINCE EDWARD ISLAND.

Their History, Civil Divisions, Geography, and Productions;

WITH STATISTICS OF THE SEVERAL COUNTIES; AFFORDING VIEWS
OF THE RESOURCES AND CAPABILITIES OF THE PROVINCES,
AND INTENDED TO CONVEY USEFUL INFORMATION, AS
WELL TO THEIR INHABITANTS, AS TO EMIGRANTS,
STRANGERS, AND TRAVELLERS, AND FOR THE USE
OF SCHOOLS.



BY ALEXANDER MONRO, ESQ.,

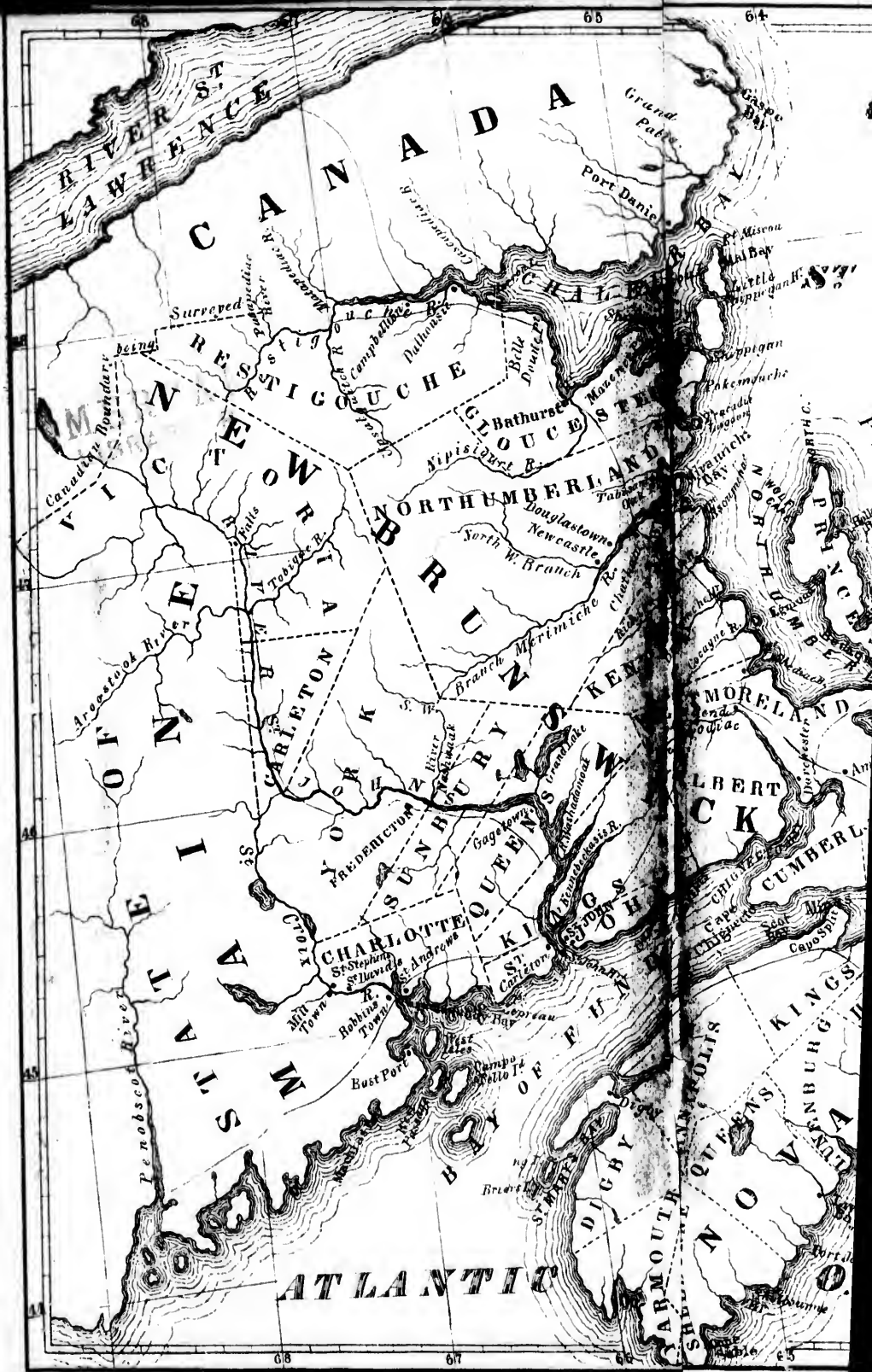
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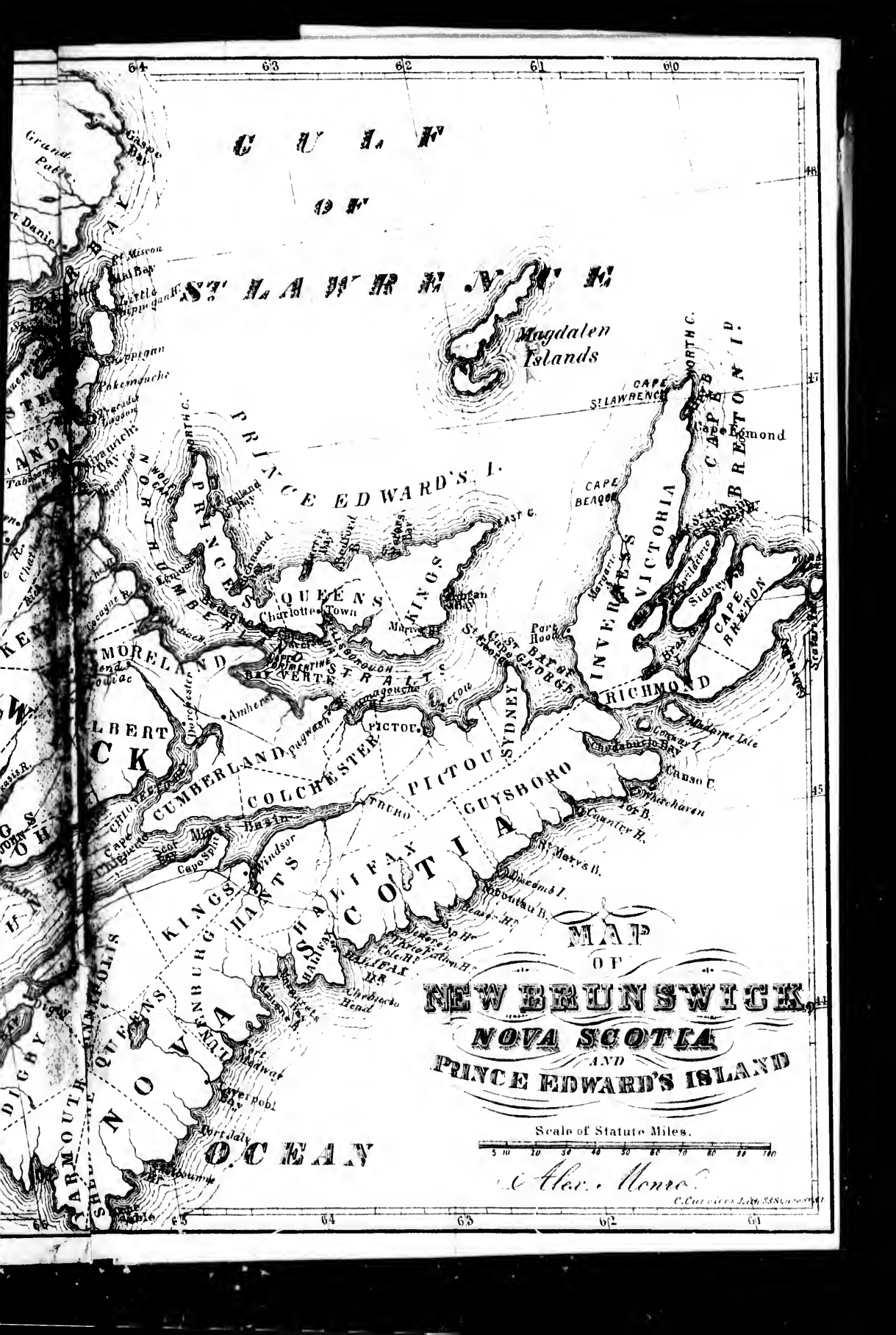
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INTRODUCTION.

It is fully understood, by the *few* who have studied the resources of the Provinces of Nova Scotia and New Brunswick, that they possess all the elements necessary to their elevation in the scale of nations: *a healthy climate; an excellent soil for agricultural purposes; inexhaustible forests of valuable timber, accessible by an extensive sea-board, and by navigable rivers; immense mineral resources, and an unparalleled coast and river fishery*;—all of which, when developed, are highly calculated to enable the inhabitants of these Provinces to compete with those of any other country, of equal extent, on the American continent. And the little colony of Prince Edward Island, although it may not abound with minerals, is invaluable in all the other advantages above referred to.

One of the principal reasons for so little having been done, commensurate with this extent of resources and capability for developement, is the ignorance, in a great measure, even of the colonists themselves, but more especially of the inhabitants of the mother country—that source to which the colonists look for aid—of the true character of these Provinces. When a body of men, possessing such facilities for knowledge as “the Commissioners of National Education in Ireland,” would give to the youth of Great Britain and America a book on geography, so recent as 1849, stating that the chief rivers of New Brunswick are the Saint John, the *Shubenacadie*, and the *Annapolis*; and that the inhabitants employ themselves, during the winter season, in rolling logs down the banks, and taking them to Halifax in the spring,—it is no wonder that it was asked, probably taking this geography as a guide, “How far it was from Halifax to Nova Scotia?” It is not unfrequent to find, in perusing descriptions of those colonies by the press of Great Britain, that the whole of them, 35,000,000 acres, are included in that of Canada.

It is almost impossible to advance in the scale of general improvement, without more than ordinary efforts. In this age of panoramic representation, it will not do merely to imagine the existence of resources, without making them, as well as their worth, both known and appreciated. They must be placed, in miniature, on the tables of those numerous exhibitions of national products and artistic industry, which are now going hand in hand with increased commercial skill and intellectual improvement.

The details necessary to a real knowledge of these Provinces should be taught in our schools and literary institutions, in order to be properly understood at home. A cheap work, detailing their capabilities, is required to be circulated in the mother country, so that a portion of her super-abundant population might be induced to take up their residence in this extensive portion of her dominions. How much, it may be asked, have these colonies done to elevate their character in any respect. At that ever-memorable exhibition of the industry of all nations, held in London, when almost every country stood forth in bold relief to the world, Nova Scotia, it is true, presented a partial exhibition of her resources, for which she got her share of

come qualified for the law, or some other profession or occupation, under the idea of living easier and more respectably than by tilling the soil; a course which, to say nothing of its effects upon the comforts or happiness of individuals, has in many instances proved highly inimical to the best interests of these labor-requiring countries.

That a proper value might be set on the resources and capabilities of the Provinces, than which nothing would more effectually tend to make them properly understood and adequately appreciated, has been the main object of the writer in devoting no small trouble, labor and expense to the preparation of the following pages; it will be for his readers to decide how far his humble but zealous efforts have been successful. The map shewing the sub-divisions of Nova Scotia, New Brunswick, and Prince Edward Island, will be found useful to the reader, as well as the one shewing the roads, railroads, and minerals.

In addition to my having personally traversed a large portion of these colonies, I have consulted nearly all the works extant on their natural and statistical resources, and have received much valuable information from numerous friends in different parts of these Provinces, for which they have my best thanks. Trusting that the information thus collected and arranged may tend to produce a better knowledge of these infant and comparatively unknown dependencies of the Crown of Great Britain, and may be the means of removing or lessening these erroneous impressions to which I have before alluded, and may also be found useful as a directory to persons desirous of adopting them as their home, is the sincere desire of the writer.

In consequence of the writer residing so far from the Press (one hundred and thirty miles) while the work was being published, and the delay occasioned by sending the proof-sheets to the writer and returning them to the Printer, a few inconsiderable errors have been committed in the part of the work not proof-read by the author, which will be found in the table of *Errata*.

The whole, however, with its numerous imperfections, is dedicated to an indulgent Public, by

ALEXANDER MONRO.

BAY VERTE, Westmoreland County, N. B., }
October, 1855.

TO INSTRUCTORS OF YOUTH.

While the general reader is referred to the title page for an explanation of the ostensible object of the following pages, we beg to direct the attention of the teachers of parish schools to the principal subjects, and the pages where they may be found, which we believe every child in the British Provinces should be acquainted with, namely:—

The situation, area, number, population, and political character of the Provincial divisions into which British North America is divided, with their respective head quarters and chief towns; the number of counties in each Province—their boundaries, sub-divisions into parishes, and their shire-towns; Geography; General Description; Early History; Climate; Geology; position, extent and variety of Minerals; Agricultural Capabilities; extent, variety, and uses of their Forest Trees; Fisheries—their extent and natural history, and other natural advantages; along with statistics of the extent of their improvement, &c.

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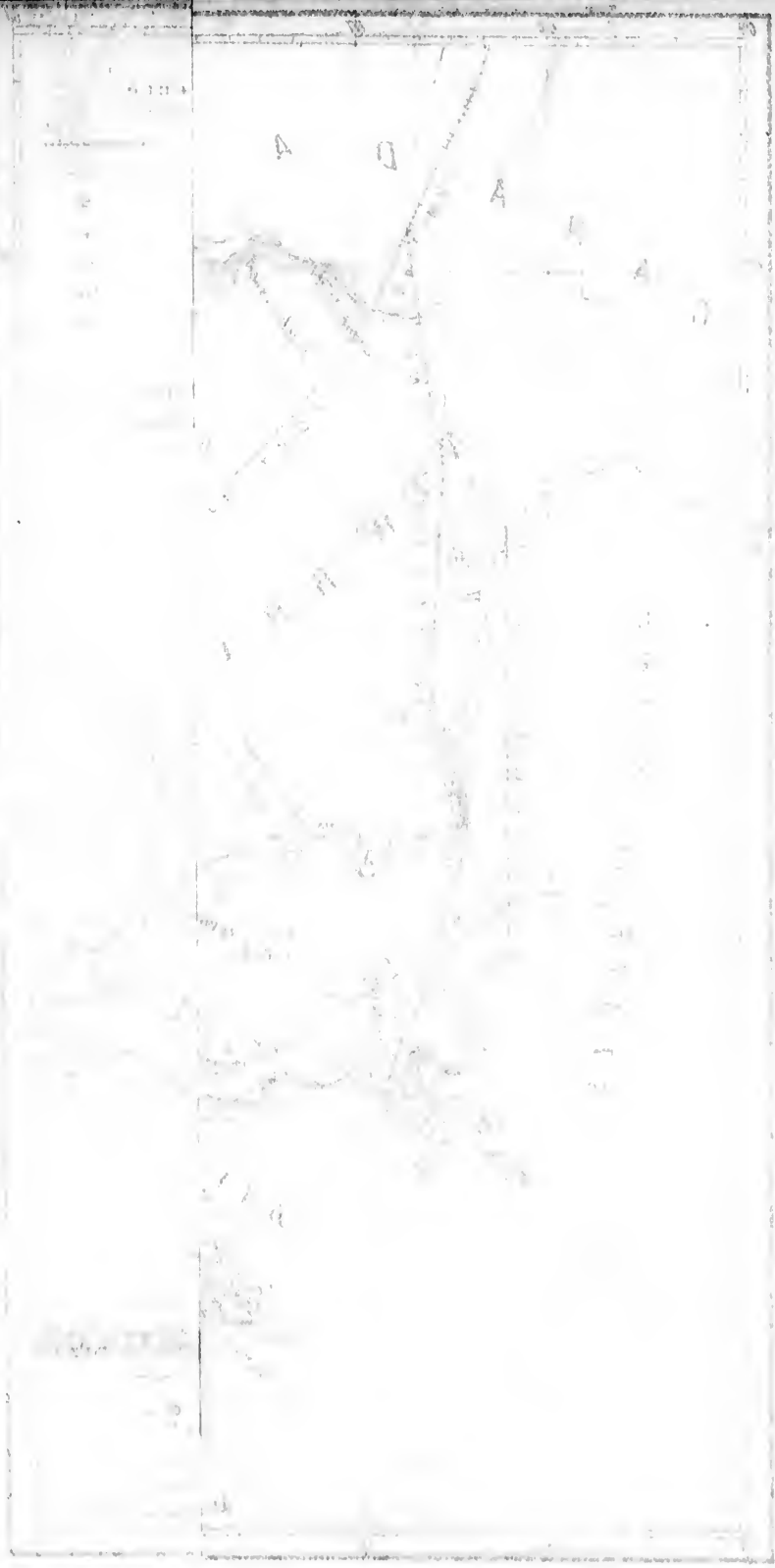
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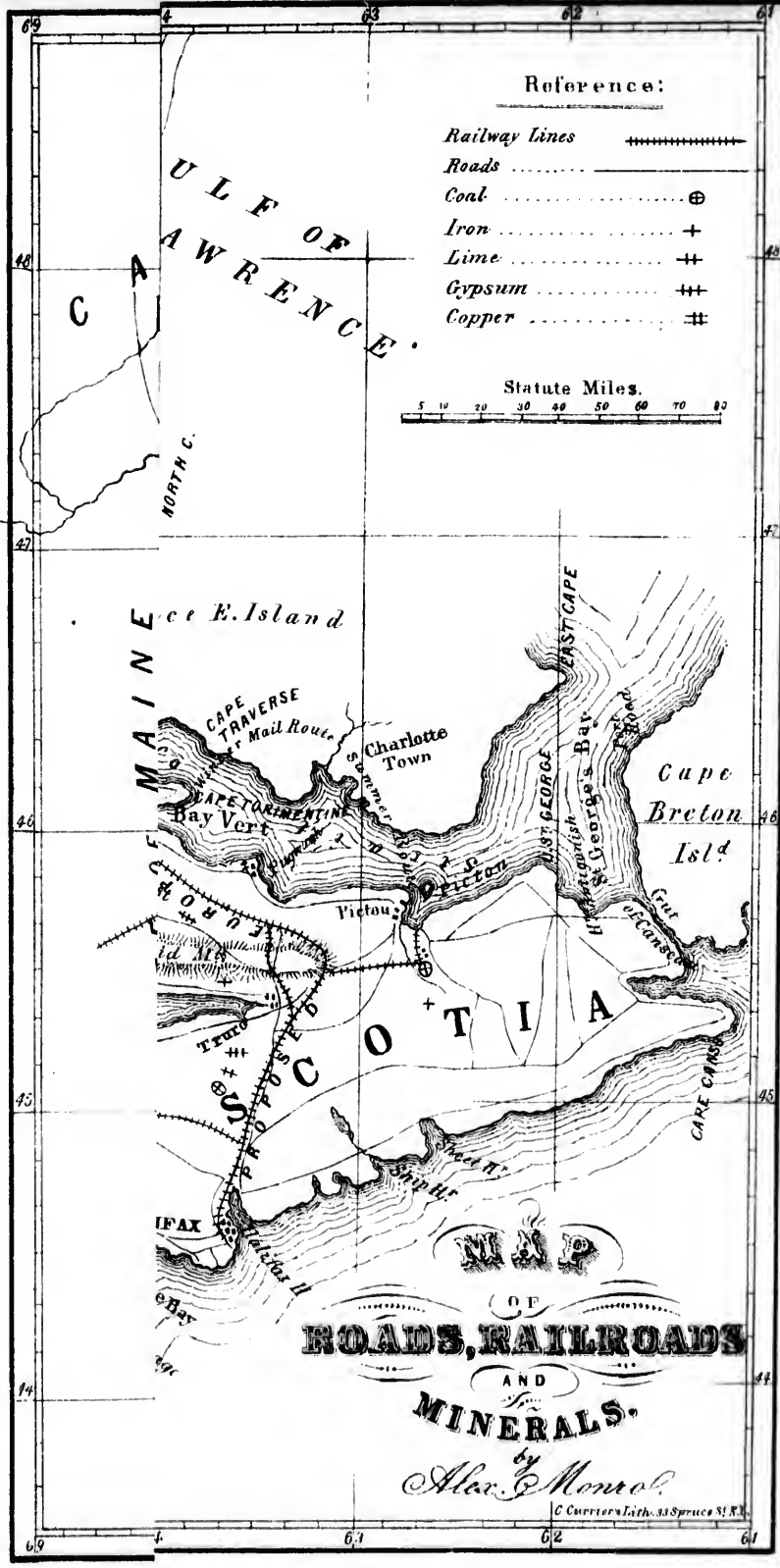
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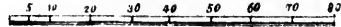




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CHAPTER I.

EXTENT AND RESOURCES OF BRITISH NORTH AMERICA.

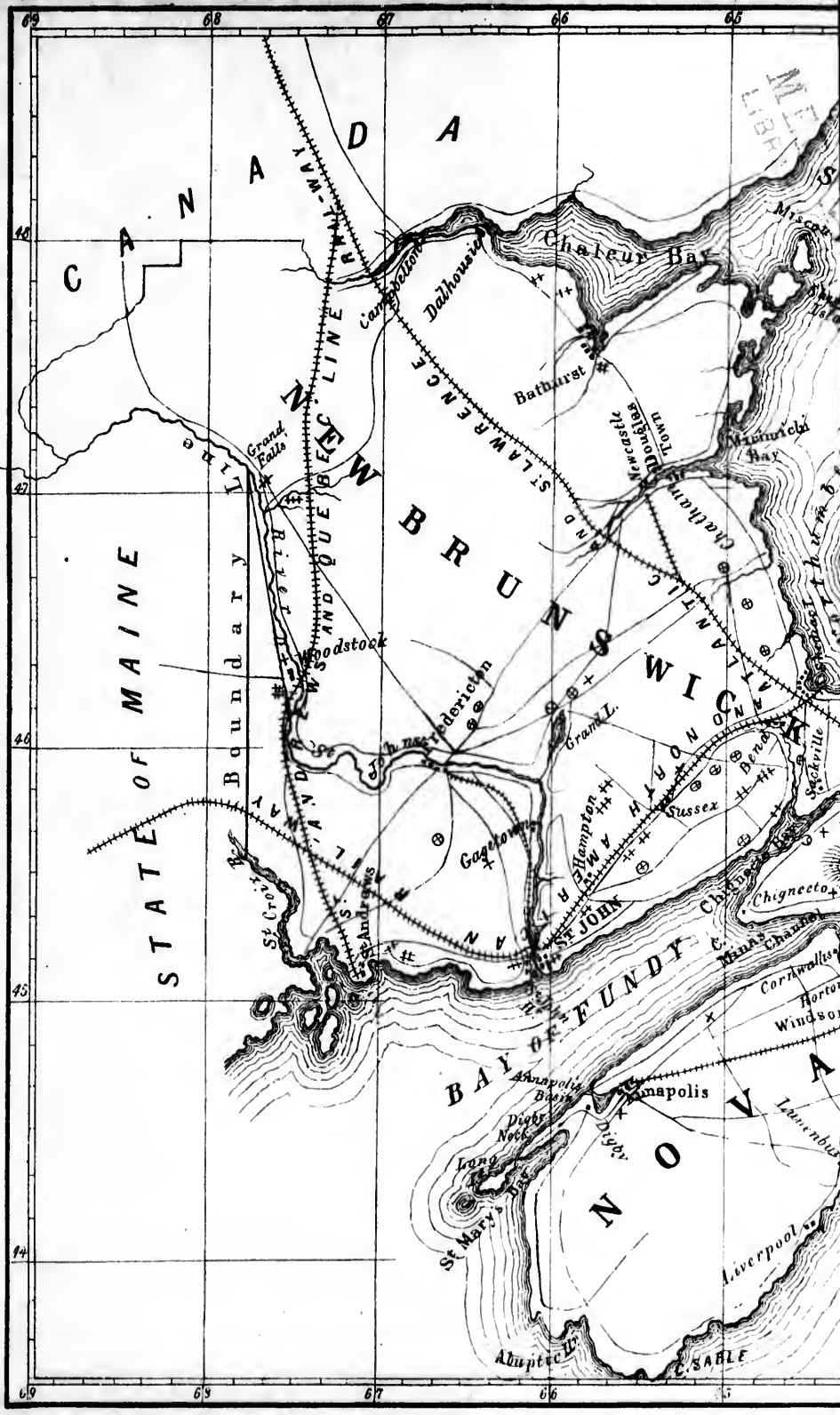
The vast extent of the British possessions in North America is scarcely known even to its inhabitants; and there are few of our fellow countrymen on the other side of the Atlantic, who are aware that British America includes a larger area than that under the government of the United States. A great part indeed is at present uncultivated and unproductive, except to the hunter and the courier de bois. The territories of the Hudson's Bay Company contain, no doubt, the locality of many a future province. Vancouver's, and other Islands in the Pacific, besides British Oregon, may hereafter afford homes to a numerous population, and give rise to new and extensive branches of commerce; but, without indulging in these anticipations, we shall find an ample field for our present inquiries, in the somewhat better known provinces of Canada, New Brunswick, Nova Scotia, and Prince Edward Island. Canada, indeed, is too extensive, and requires too large a grasp to be made the subject of our present limited volume; and each of the other provinces might well deserve a work of its own. New Brunswick is therefore our principal object, and the chapters devoted to the other two lower colonies must be considered as a very brief sketch of their present state.

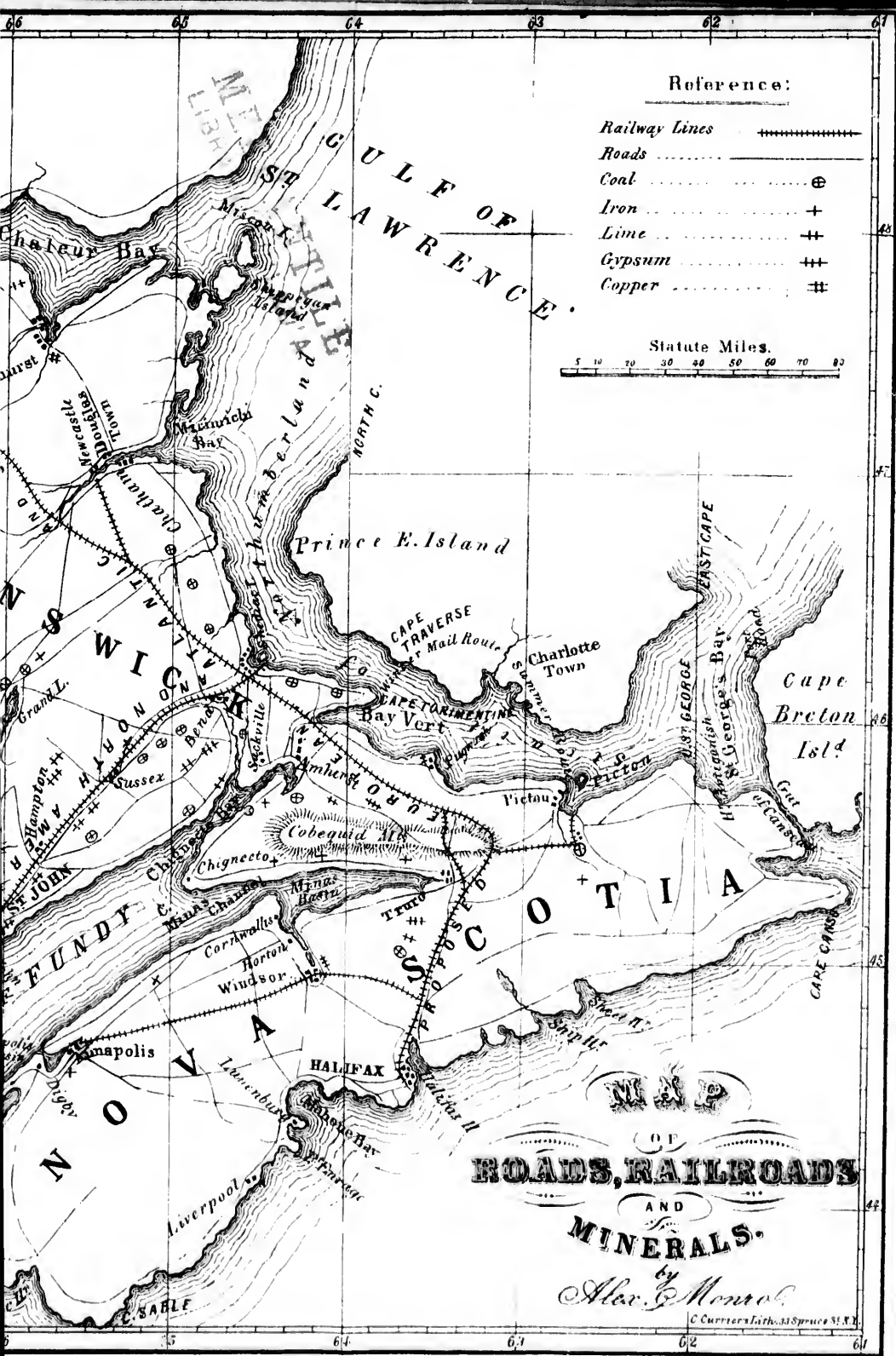
These five Provinces, which should be united under one general Government, either by a Federal or Legislative Union, as may be found best suited to the wants and wishes of their inhabitants, may, at no very distant day, become the seat of a great and powerful Empire. The following is a brief summary of the entire superficial contents of this widely extended territory, so far as it has been hitherto divided into distinct provinces:—

	Acres.	Totals.
Canada East,	128,659,680	
" West,	31,745,539	
	160,405,219	
New Brunswick,		20,000,000
Nova Scotia proper, and	11,534,196	
Cape Breton,	2,000,000	
	13,534,196	
Newfoundland,		23,040,000
Prince Edward Island,		1,360,000
	218,339,415	
Total area of Br. North American Provinces, exclusive of the Hud- son's Bay territory and Labrador, }		218,339,415
Aggregate population in 1830,		1,375,000



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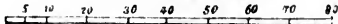




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- Gypsum ++
- Copper ⊕

Statute Miles.



MAP
 OF
ROADS, RAILROADS
 AND
MINERALS.
by
Alex. McLeod.

C. Currier & Ives, 33 Spruce St. N.Y.

At the latest date to which the census was taken, the population ranged as follows :—

	Year.	Population.
Upper Canada,	1852,	952,239
Lower Canada,	1852,	890,261
New Brunswick,	1851,	193,800
Nova Scotia,	1851,	276,117
Prince Edward Island,	1848,	62,678
Newfoundland,	1851,	101,600
Hudson's Bay Territory,	1851,	180,000
Labrador,	1851,	5,000

Total population to these dates, 2,661,695

The number of inhabitants has doubled in about twenty years. Upper Canada, however, far exceeds this ratio, having more than doubled its population during the last ten years, and its increase has exceeded that of any other country in the world. The United States, from 1840 to 1850, have not added 6.666 per cent. to their inhabitants, and England only doubled itself in the last half century. Looking to the future, and assuming that Upper Canada numbered 950,000 at the commencement of 1851, and that the increase proceeds at the same ratio, she will have 2,050,000 in 1861, and 4,225,000 in 1871.

The exports of these colonies have increased more than five-fold during the last half century.

The aggregate value of the exports in 1806, was, (currency,)

In 1834 it amounted to

And in 1851 to

£1,821,385

4,130,878

8,930,000

Tonnage of Ships.—In 1806, the tonnage outwards

from all the Provinces, was

In 1831,

In 1851,

In 1851 the tonnage inward amounted to

124,247 tons.

836,668 "

1,583,104 "

1,570,663 "

These figures prove that the trade of these Provinces has doubled itself within the last twenty years.

Hence, shipbuilding has become a large item of colonial industry, not only to accommodate the trade of the Provinces themselves, but also for sale in Great Britain. This branch of business is at the present time making a progress altogether unprecedented in colonial history. In 1832, the aggregate of ships built, was

In 1841,

In 1850,

33,777 tons.

104,087 "

112,787 "

Thus the increase in the tonnage of new vessels built in these colonies has been more than three-fold during eighteen years. In the same years we find the vessels built in the United States to be as follows :—

In 1832,

In 1841,

In 1850,

85,962 tons.

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British North America is of course far behind the American Republic in point of tonnage, the amount owned by the latter in the year 1850 having reached nearly three million and a half of tons; still, for the last twenty years, the comparative ratio of progression has kept pace, in this important

item, with that owned by the only three : Russia.

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Before dis-union of the appear to be whole, and w sent, the cur-ject to separa in the arrang manufacture, and these are is a total abs the manner arrival in the subject, scarce selves, hardly are puzzled a minor but ve standing in th British North possess in the tages that wo erful State en portions of the known colony power—bearing other members tages have bec of the day, an serving of the whole, whethe grasp, or if a should be eclip sister on the v brought about culties would Union, in whic due share of p no real and in British Coloni

item, with that enterprising nation. The gross amount of tonnage now owned by the Provinces is more than half a million, which is exceeded by only three nations of the world, viz., England, the United States, and Russia.

Thus a comparison of the means, the population, and the maritime resources of these infant dependancies of the British empire, with those of other and older countries, better known, and with far greater advantages, will afford no unfavorable contrast; and what has been already effected, proves as well the enterprize of their inhabitants, as the results that may be expected from an adequate increase in their wealth and population.

Before dismissing this subject, we may remark on the expediency of a union of these five Provinces, on one of the bases before suggested. There appear to be many reasons why such a union would be beneficial to the whole, and would remove various impediments to their prosperity. At present, the currency differs in almost every colony; the post offices are subject to separate management, and there is a consequent want of accordance in the arrangements; duties are imposed on some articles of inter-colonial manufacture, as well as on all foreign goods carried from one to the other, and these are found most vexatious and harassing to the merchant. There is a total absence of uniformity or system in the price of land, as well as in the manner of obtaining it; the head money payable on the emigrant's arrival in the respective sea ports, and the quarantines to which they are subject, scarcely agree in any two Provinces; and the emigrants themselves, hardly knowing a distinction between one Province and the other, are puzzled and discouraged at the very outset of their career, by these minor but vexatious difficulties. Much might be said of the power and standing in the great family of the world, which such a union would give to British North America; of the influence she, as a whole, would thus possess in the general councils and politics of Britain, and of the advantages that would accrue to every individual in being a member of a powerful State entitled to equal consideration with any of the more distant portions of the Empire, instead of the denizen of an obscure and scarcely known colony, too small to be of any apparent importance in the scale of power—bearing but an insignificant relative value, isolated and alone, to the other members of the great Nation to which it belongs. All these advantages have been ably urged by some of the most eminent colonial statesmen of the day, and especially in the Nova Scotia Legislature, and they are deserving of the utmost attention. If, however, a General Union of the whole, whether Federal or Legislative, should be considered beyond their grasp, or if any fear should be entertained that these smaller governments should be eclipsed and overwhelmed by their more extensive and powerful sister on the west, surely a union of the three Lower Provinces might be brought about, and thus much of the custom house, postal and other difficulties would be avoided. The example, however, of the American Federal Union, in which Rhode Island, and the other minor States, preserve their due share of power and consideration, would seem to prove that there exists no real and insuperable difficulty to the consolidation of the whole of the British Colonies into one powerful body.

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HISTORICAL SKETCH OF NEW BRUNSWICK.

As the avowed object of this volume is to set forth more fully the present resources and future prospects of this Province, for the purpose as well of exciting its inhabitants to a more exalted and correct notion of its real worth, as of acting as a directory to those who may be desirous of making it their future home, it may be considered foreign to our object to enter into a detailed historical account of those minutæ (of themselves sufficient to fill a volume) connected with its early discovery, settlement, conflicts with the aborigines, wars with France, the American Revolution, and its ultimate peaceful possession by Great Britain. Of all these particulars, many of them no doubt highly interesting, more than a mere outline would be inconsistent with our present limits.

Although the discovery of America, which took place in 1492, is due to Columbus, yet a more full and detailed exploration of the northern portion of the continent, and of its extent and resources, was made by John Cabot, a Venetian, who, in 1497, sailed in the employ and under the direction of Henry VII. of England. Thus, this enterprising navigator had discovered Labrador and other places on this part of the continent, probably Nova Scotia and New Brunswick, before Columbus had extended his researches beyond the Gulf of Mexico; from the results of this voyage England claimed North America by right of discovery.

In the reign of Queen Elizabeth, the gallant and ill-fated Sir Humphrey Gilbert took possession of Newfoundland.

In 1604 De Monts sailed from France, commissioned by Henry IV., the then Sovereign of that country, and took formal possession of all the territory from the 40th to the 46th degree of North Latitude, from Virginia nearly to Hudson's Bay. This extensive territory was called New France, of which only two small islands, St. Pierre and Miquelon, now belong to that power.

De Monts explored the chief part of the coast, from Canseau, the most easterly point of Nova Scotia proper, to the river St. John, in New Brunswick. At that early period he discovered iron and copper ores, and established some settlements on the coasts of Nova Scotia, or ancient Acadia, which included Nova Scotia, New Brunswick, and a part of the State of Maine. During this time, the English were planting settlements along the coasts of Virginia, Massachusetts, and other colonies, thus encroaching on the nominal limits occupied by France. This gave rise to a protracted war between the two countries, both claiming, under various pretexts, a large portion of the newly discovered continent.

This war was carried on, with some intervals of peace and alternate cessions of territory, for a century and a half; numerous treaties were made and as frequently broken by England or France, who fitted out many fleets and armaments, taking and retaking forts in different parts of these extensive dominions, till the treaty of Versailles in 1763, by which the French Empire in North America was virtually annihilated. The French, however, by this treaty were allowed the liberty of fishing on a certain portion of the coast of Newfoundland, as first conferred by the treaty of Utrecht in 1714, and a similar privilege, under certain restrictions, in the Gulf of St. Lawrence.

Soon after the termination of this war, another, still more deplorable in its nature, broke out, being the revolt of the "old colonies," now the

United States, and acknowledged the most po

An enormous early settlement between France and England. This on both occasions various Indian barbarous murders, bravery and however, the with France Canada, Nova Scotia, Labrador territory Newfoundland, Edward Island countries.

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United States of America. In 1776 these colonies declared their independence, and the revolutionary struggle continued until 1783, when it was acknowledged by Great Britain; thus forming a separate Government, now the most powerful and best administered Republic yet known in history.

An enumeration of the privations and harassing distresses endured by the early settlers in this part of the continent, during the protracted struggle between France and England for its possession, would be truly heart rending. This contest was closely followed by the American Revolution, and on both occasions each party, but more especially the French, employed the various Indian Tribes as auxiliaries, who carried on the war in the most barbarous manner, endeavouring to exterminate the hardy settlers, to whose bravery and persevering industry we are so deeply indebted. At length, however, these wars came to an end, and Great Britain, by various treaties with France and the United States, retained the peaceable possession of Canada, Nova Scotia, (including New Brunswick,) the Hudson's Bay and Labrador territories, extending to the Pacific, together with the Islands of Newfoundland, Cape Breton, (since incorporated with Nova Scotia,) Prince Edward Island, Anticosti, and other smaller islands on the coasts of these countries.

In 1784, New Brunswick was constituted a separate Province, having previously formed a part of Nova Scotia; and to this day, its history, boundaries and resources, have been so little known in Great Britain, that although it is undoubtedly one of the most valuable appendages of the British Crown, it is frequently blended with and considered a part of either Nova Scotia or Canada.

REMARKABLE DATES.

America discovered by Columbus,	1492
Extension of discoveries in North America by Cabot,	1497
De Monts took possession of a large portion of America in the name of France,	1604
Saint John River discovered by De Monts,	1604
Canada ceded to France, by treaty of St. Germain's,	1632
Nova Scotia reconquered by Cromwell,	1634
Treaty of Breda, ceding these territories to France,	1667
Hudson's Bay Company established in England,	1692
Colonel Church's expedition landed in Beau Basin, now Chignecto, or Cumberland Basin,	1704
Treaty of Utrecht concluded, by which Great Britain became possessed of Acadia, now Nova Scotia, &c., with boundaries undefined,	1713
War with France recommenced,	1744
Cape Breton taken by the Provincials,	1745
Cape Breton ceded to France, by the treaty of Aix la Chapelle,	1748
Lord Halifax dispatched an expedition under Governor Cornwallis, to found a colony at Chebucto, now Halifax,	1748
M. La Corne landed 600 men at Barge Vert, now called Bay Verte, where he built a fort, afterwards called Fort Monkton, in honor of its captor, Lieut. Col. Monkton, who also took Fort Beau-Sejour, now called Fort Cumberland,	1749

Acadians removed,	1755
A numerous fleet, under Admiral Boscawen, and an army under General Amherst, were fitted out by Great Britain; the English again became masters of the whole of Nova Scotia; and about the same time, Lord Rollo took the Island of St. John, now Prince Edward Island,	1758
Quebec taken by General Wolf, and total conquest of Canada by Great Britain,	1759
Attempt to regain Quebec by France,	1760
Treaty of Versailles, by which Britain obtained possession of all North America,	1763
Settlements commenced at Maugerville, in Sunbury County, on the River St. John; first grant of land made; the first commission of the Peace issued, and a Court held in the Province,	1766
A Congress of Representatives from the discontented colonies met at Philadelphia, to remonstrate against the grievances imposed by England,	1774
Americans declared their independence,	1776
General Conway's motion, for the conclusion of the war in America, carried in the Imperial Parliament,	1782
Independence of the United States acknowledged,	1783
The Loyalists landed in New Brunswick, numbering nearly 5000 persons,	1783
Nova Scotia divided, and New Brunswick constituted a Province,	1784
Fredericton, formerly called St. Anns, became the seat of Government. Sir Guy Carleton appointed the first Governor,	1785
At this time there were only eleven or twelve families of Acadian French, between the Nova Scotia boundary and Miramichi,	1787
A duty laid on Baltic timber, while colonial timber was left free,	1809
America declared war against Great Britain,	1812
This war ended in	1814
A convention entered into between Great Britain and America, defining the fishing grounds of British North America, and declaring that the people of the United States had no right to fish within three miles of the coasts,	1818
A great fire in Miramichi, which burnt over nearly 4,000,000 acres, destroyed 160 persons, 875 head of cattle, 595 buildings, and about £60,000 worth of property, even the fish in the rivers, and many groves of excellent timber,	1825
Kings College established by Royal Charter,	1828
Nova Scotia and New Brunswick Land Company incorporated, and received a grant of 500,000 acres between Fredericton and Miramichi,	1834
Potatoes affected by dry rot,	1835
Baptist Seminary established in Fredericton,	1836
St. Andrews and Quebec railway line explored and Company incorporated,	1836

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1755	Great fire in Saint John, by which 115 edifices were destroyed,	1837
	The casual and territorial revenues surrendered to the province, on its granting the annual sum of £14,500 as a civil list,	1837
	Several large fires in Saint John, destroying a large amount of property, in	1839 and 1841
1758	Slight shocks of earthquakes felt in some parts of the province in 1663, 1827, and	1839
	City of Saint John incorporated,	1841
1759	The boundary between New Brunswick and the United States	
1760	settled in	1842
	Sackville Academy established,	1843
1763	Geological Survey of the Province completed, by Dr. Gesner,	1844
	City of Fredericton incorporated,	1848
	Halifax and Quebec railway surveyed,	1848
	Electric Telegraph established between St. John and Halifax,	1849
1766	European and North American Railway Company incorporated,	1849
	Report published by Professor Johnston, "on the Agricultural Capabilities of the Province of New Brunswick,"	1850
1774	Great fire in Fredericton,	1850
1776	Industrial Exhibition at Saint John,	1851
	Ditto in Fredericton,	1852
1782	Report on the Fisheries of New Brunswick, by M. H. Perley,	
1783	Esq.,	1852
1788	European and North American railway demonstration and commencement,	1853
1784	Potatoes were attacked by a new disease, which extended its ravages over Europe and America, from 1845 to	1853
	Railway commenced at Halifax,	1854
	Female Academy opened at Sackville,	1854
1785	Treaty of reciprocity concluded between the British Crown and the United States, called the Elgin Treaty,	1854
1787	Sir Edmund Head, Lieutenant Governor of New Brunswick, removed to the General Government of Canada,	1854

BOUNDARIES, AND GENERAL DESCRIPTION OF NEW-BRUNSWICK.

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New Brunswick is situated between 45° and 48° 20' north latitude, and between 64° and 67° 30' west longitude. Its length from the harbor of St. John to Bay Chaleur, is 190 miles; and its average breadth about 150. It lies nearly in the form of a rectangle, and is bounded on the south east, by the Bay of Fundy and Nova Scotia; on the west, by Maine, one of the States of the American Union; on the north west, by Canada and the Bay of Chaleur; and on the east, by the Northumberland Straits and the Gulf of St. Lawrence. It contains upwards of 32,000 square miles, being nearly 20,000,000 acres; and a population of upwards of 210,000 inhabitants.

1834
1835
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One of the most important features in the topography of the Province is its extent of sea coast, amounting to 400 miles, exclusive of the numerous indentations of the shore. This distance is nearly equally divided between the Gulf of St. Lawrence, including Northumberland Straits, and the Bay of Fundy. Along both coasts there are many excellent harbours, and other advantageous localities for shipbuilding, as well as for the prosecution of the fisheries and the timber trade—three of the great staples of the Province.

It is much to be lamented that this colony, one of the finest possessed by England, should have been utterly unknown to its Parent State, or even, in a great measure, to its own inhabitants. The rocky and sterile appearance of the south-eastern coast may create a prejudice in the minds of those who approach its shores for the first time, which would speedily be dispelled by a view of the fine intervale land of the St. John river, the fertile marshes surrounding the head of the Bay of Fundy, or the rich alluvial tracts bordering on the Restigouche river. A description of these districts, so well adapted for agricultural pursuits, will be found under the heads of the several counties to which they respectively belong; and we may pass over the rocky margin bounding the Province, to speak of the extensive forests covering a very large portion of the interior. Timber of every description is found in vast plenty, and in the most favorable situations for reaching a market. We cannot describe the forests of this Province better than by quoting Mr. Macgregor's description of the splendid appearance of the British North American forests: "In Europe, in Asia, in Africa, and even in South America, the primeval trees, how much soever their magnitude may arrest admiration, do not grow in the promiscuous style that prevails in the great general character of the North American woods. Many varieties of the pine, intermingled with birch, maple, beech, oak, and numerous other tribes, branch luxuriantly over the banks of lakes and rivers—extend in stately grandeur along the plains, and stretch proudly up to the very summits of the mountains. It is impossible to exaggerate the autumnal beauty of these forests; nothing under Heaven can be compared to its effulgent grandeur. Two or three frosty nights in the decline of autumn, transform the boundless verdure of a whole empire into every possible tint of brilliant scarlet, rich violet, every shade of blue and brown, vivid crimson and glittering yellow. The stern, inexorable fir tribes alone maintain their eternal sombre green. All others, in mountains or in valleys, burst into the most glorious vegetable beauty, and exhibit the most splendid and enchanting panorama on earth."

Along the high roads, on the banks of the numerous rivers, and on the sea-girt boundaries, the axe of the settler has been at work, and its results will be found under the separate heads into which the several subjects of this volume have been arranged.

Taking the Province throughout, it is generally level. In the principal part of it, bounding on the Bay of Fundy, and for twenty miles inland, there are a few hills of considerable size. At this distance from the shore the land becomes undulating, until beyond the Tobique, and from thence to the Canadian boundary, it may almost be considered as mountainous; but the hills are not of great height, nor the acclivities generally so steep as to preclude cultivation and pasturage to a considerable extent. As we return from the northward, there is almost an uninterrupted level, extending from the Restigouche to the Nova Scotia boundary, and forming a strong and decided contrast with the Bay of Fundy coast. Here, while the shore line presents the fertile corn field, the busy saw mill, and the frequent harbour, the interior is still, except where it has been ravaged by fire, a deep and almost unbroken forest. Along this coast, as fine wheat is produced as in any part of Britain, as was proved by the samples exhibited at the Provincial Industrial Exhibition in 1853, many of which weighed upwards of sixty pounds to the bushel. What a field is here presented to the industry of man, in his war upon the wilderness? What a scope for the employment

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of the surplus labour of Europe, and of the unproductive capital of Great Britain? The agricultural capabilities of the whole Province are as yet hardly tested, owing to the paucity of its population, and the demand for labour in the more seductive employments of shipbuilding and making lumber.

But if the cultivation of the soil of this Province invites the attention of the settler, how much more would the development of its mineral wealth repay the expenditure of the capitalist. England has for ages been importing Russian and Swedish iron; while her own possessions would have afforded her the richest materials for steel, with an abundance of charcoal for its manufacture—as well as coal for their own use and for exportation; and a variety of other minerals scarcely less important. The specimens of ore that have been discovered in some parts of the Province, especially in the counties of St. John, Carlton, Sunbury and Queens, afford ample reason for believing that a diligent practical exploration would well repay its cost. Notwithstanding, indeed, the efforts of Dr. Gesner, under the direction of the Provincial Government, the geology of the country must be considered as still in its infancy.

The fine harbours which abound on the eastern shore afford the greatest facilities for carrying on an extensive fishery in the Gulf of St. Lawrence and the Northumberland Straits, on the coasts of Newfoundland and Labrador, and in the Bay of Fundy. It would be out of place to enlarge further on this important subject, to which a separate section has been devoted; but the neglect of this branch of industry has long been a subject of regret to all the friends of these Provinces. May we hope that it will at length be made available, and that the opening of markets recently effected by the Elgin treaty may lead to a prosecution of those advantages which nature has conferred upon them.

The population of this fine colony is so clearly inadequate to its resources, that it may not be uninteresting to enquire what number of inhabitants it may be fairly deemed capable of supporting. The portion of its surface granted, up to the present time, amounts to 6,636,329 acres; but of these only about 700,000 acres are actually under cultivation. Thus there are nearly 6,000,000 acres owned but not improved. It may be assumed that a considerable part of this is unfit for tillage; but if only two-thirds should be so available, and should be actually brought under the plough, the inhabitants would be increased more than eight-fold. The 11,000,000 acres of ungranted lands afford a still wider field for the increase of population, which we may leave to the imagination of the reader.

The very able Report of Professor Johnston, on the Agricultural resources of the Province, goes into more minute calculations on this subject; and after several estimates of its capabilities, grounded on the information he had obtained from various sources, and making ample deductions for the inferior soils, and other drawbacks, but no allowance for the produce of the fisheries, he comes to the following conclusion (page 31): "Thus we appear to fix at upwards of five and a half millions, the amount of population which New Brunswick, according to the data we have before us, would in ordinary seasons easily sustain."

GEOGRAPHY OF NEW BRUNSWICK.

For the sake of distinction and order, we will separate the Geography of the Bays, Islands, Rivers, Capes and Lakes of this Province, into two divisions, which we may designate as the *South* and *East* Divisions. The South Division comprises that part of the Province bounded by the Bay of Fundy, and watered by its tributaries; and the East Division includes the parts bordering on the Straits of Northumberland and the Gulf of St. Lawrence, and on the rivers emptying therein.

SOUTH DIVISION.

BAYS.—The Bay of Fundy, an extensive inlet of the Atlantic, almost deserving the name of a sea, forms the south east boundary of the counties of Charlotte, Saint John, and Albert, and extends north easterly to the isthmus that connects Nova Scotia with this province; it is about two hundred miles in length, and varies in breadth from thirty to seventy miles, separating the two provinces through its entire length. *Chignecto* and *Cumberland Bays* form a continuation of the larger bay, and are bounded on the northwest by the counties of Albert and Westmoreland; it has also a large branch running into Nova Scotia, under the several names of Minas, Channel and Basin, and Cobequid Bay. *Passamaquoddy Bay* lies on the south of Charlotte county, and separates New Brunswick from the State of Maine. *Maces Bay* is about half-way between Passamaquoddy Bay and St. John River. These bays are merely offsets from the spacious Bay of Fundy, and all, except Passamaquoddy Bay, are easy of access and afford safe anchorage for the largest class of vessels. There are some inland bays in the province which will be described in connection with its river navigation.

ISLANDS.—There are a cluster of islands situate in the entrance of Passamaquoddy Bay, the principal of which are *Grand Manan*, *Deer Island*, *Campo Bello* and *the Wolf Islands*. While these islands render the approach to this bay somewhat difficult to a stranger, they afford so fine a shelter for shipping when once within it, as amply to compensate for the difficulty of navigating between them. Partridge Island lies in the harbor of Saint John, and affords to the shipping a desirable shelter from storms.

RIVERS.—The River *St. Croix* forms a part of the south west boundary of the province, dividing it from Maine, and also bounding Charlotte county. It flows into Passamaquoddy Bay. On this river are situate the towns of St. James', St. Stephen's, St. David's, and St. Andrew's. At the latter town is the Atlantic terminus of the railway now in progress to Woodstock. The *Digdeguash* and *Maguadavie* rivers are small, taking their rise in York county, traversing Charlotte and falling into Passamaquoddy Bay. *L'Etang*, *Poelogan*, *New River*, *Leprea*, and *Missquish*, are also small streams, emptying themselves into the Bay of Fundy between Passamaquoddy Bay and St. John River. Villages are springing up near each of their mouths, which afford shelter for small craft.

The *Saint John River* is the largest river in New Brunswick, and only second to the St. Lawrence in all British North America. It takes its rise partly in Canada and partly in Maine and New Brunswick, and is navigable for ships for sixty miles, and for vessels under hundred tons for more than one hundred miles; indeed, light steamers ply to Wood-

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stock, a distance of one hundred and forty miles from its mouth. The city of Saint John, the commercial emporium of this province, is situated at the mouth of this noble river, which affords a spacious harbor of sufficient depth for the largest vessels, free from ice, and easily accessible for ships of any burthen; and in which they may lie in safety at all seasons of the year. Gagetown is forty-five miles, and Fredericton—the seat of Government—eighty-four miles from Saint John. Woodstock, possessing the best iron mine in the province, is sixty miles from Fredericton, and the Grand Falls seventy-three miles from Woodstock. During freshets, light steamers ascend occasionally to the Falls. Some improvements to the navigation are in progress on this part of the river. Were it not for the Grand Falls, these steam boats might ascend to the *Mudawaska* River, a northern tributary to the Saint John. The Tamiscouta Lake, in which this river originates, is twenty-eight miles long and from two to three miles in width, and of great depth; from its northern extremity, it is only eighteen miles to the Trois Pistoles, a tributary of the St. Lawrence; and the intervening country presents no engineering obstacle to the construction of either a canal or railroad, which would establish a connection between the navigable waters of the Saint John and those of the Saint Lawrence. On *Fish* River, falling into the Saint John from the south, there is a chain of small lakes affording excellent lumbering facilities. There are a great many tributary streams emptying into the Saint John between the Grand Falls and Woodstock, but the principal are, the *Aroostook* and the *Tobique*. These rivers and their tributaries, the former on the west, flowing but a short distance through New Brunswick, and the latter on the east side of the main river, drain a vast extent of country, and afford great natural facilities for the outlet of timber and lumber, as well as for settlement. Both are navigable for boats and scows.

Descending the river from Woodstock, we again find many streams navigable only to a very limited extent for boats or canoes, but down which logs are driven. Below Fredericton, the *Nashwaak* flows from the east, and the *Oromocto* from the west; both navigable for boats for some distance. The next of importance is the *Jemseg* which empties itself into the Saint John about fifty miles from the sea; this narrow passage is the outlet of Grand Lake in Queen's county, along the margin of which are large beds of coal; it is navigable for steamers. Between the *Jemseg* and Saint John are the *Washademoak Lake and River*, *Belleisle Bay and River*, and the *Kennebecassis Bay and River*, all falling into the main stream from the eastward. All these, especially the latter, are large inland sheets of water, affording the greatest facilities for ship-building and lumbering, as well as aiding the farmer's operations by the ready intercourse they give him with a large seaport. The *Nerepis*, a small stream, also joins the Saint John from the westward. The River Saint John, being thus the common outlet for a vast number of streams and lakes, runs through the counties of Victoria, Carleton, York, Sunbury, Queen's, King's, and Saint John, besides watering, in its upper course, parts of Canada and Maine. Along its whole course, as well as upon almost all its tributaries, are formed and in progress, large and flourishing settlements, a description of which will be found under the heads of the several counties to which they belong.

Black, Salmon, Goose, Wolf, and Shepody rivers, are the only streams of any magnitude falling into the Bay of Fundy, between the St. John and

Petitcoudiac rivers; they all afford harbors for small vessels, although not navigable to a sufficient extent to render their mouths places of any note.

The *Petitcoudiac River* has its rise in King's county, and flows through Westmoreland till it reaches the county of Albert; it then forms the boundary between that county and Westmoreland, until it empties itself into Chepody Bay. It is navigable for large class vessels to the Bend, a flourishing town, where a connection will be formed between the Bay of Fundy and the Gulf of St. Lawrence by a part of the European and North American railway, now in course of construction. This town is about twenty-five miles from the mouth of the river, and schooners of one hundred tons burthen can ascend the river for fifteen miles further. Near this river, in the county of Albert, is a deposit of bituminous coal, of great commercial value.

The *Memramcook* is a small river, navigable for schooners for about twelve miles; at nine miles from its mouth is a village of the same name; and within a mile of the bay is Dorchester, the shire town of Westmoreland. This river forms a junction with the Petitcoudiac at its embouchure.

Tantramar and *Au Lac* rivers have their sources in Westmoreland, and in their course to their united discharge into Cumberland Basin at the head of Chignecto Bay, they both run through the great Tantramar Marsh in that county. The former is navigable for schooners for about four miles, but its course is obstructed by bridges. The latter is not navigable to any extent, but the embouchure forms a good anchorage.

The *Missaquash River*, a small stream, from its source to its exit into the head of Cumberland Basin, forms the boundary between this province and Nova Scotia.

LAKES.—*Grand Lake*, in Queen's county, is twenty-eight miles long, and from two to five miles broad; there are extensive coal deposits near it, and the fishery would, if obstructions were removed, be important to the surrounding settlements.

Maquapit Lake lies to the west of and is connected with Grand Lake, by a narrow water passage; it is on the boundary between Sunbury and Queen's counties.

Washademoak Lake, also in Queen's county, has a navigable outlet into the Saint John. This lake is nearly twenty miles long, and averages about three-quarters of a mile in width. It is navigable for steamers.

Loch Lomond is a small Loch in Saint John's county.

Freuch Lake, in the county of Sunbury, communicates with Maquapit Lake by a narrow passage.

The two *Oromocto Lakes*, *Eel Lake*, *Loon Lake*, *Maguidavie Lake*, and a chain of lakes along the boundary of Maine, are the sources of different streams in the county of York, the first being the head of the river of the same name.

Utophia, *Redron*, *Red Rock*, and other lakes, are in the county of Charlotte.

Belleisle Bay, in King's county, is a recess of the River Saint John.

Tamiscoutu Lake, at the head of Madawaska River has been already noticed.

CAPIES.—There are no very prominent capes or points of land from the head of Cumberland Basin to Passamaquoddy Bay, the shore generally not diverging much from a straight line; the principal are *Point Lepreau*, the south west angle of the county of Saint John, and *Cape Spencer*. *Saint Martin's Head*, *East Quaco Head*, *Quaco Head*, *Cape Enrage'*, and

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Cape Meranguin, are all situate on the coast of Saint John, Albert, and Westmoreland counties. This part of the coast is composed, except where the bays or creeks have small beaches, of abrupt cliffs and deep ravines. The shores on both sides the Bay of Fundy are precipitous and rocky, and it is liable to sudden gusts of wind from the south west and north east, which, together with the rapid flow and great rise of the tides, and its dense fogs, render its navigation somewhat dangerous, though from the skill and intrepidity with which its coasting vessels are managed, we rarely hear of any serious disaster. The general course down the bay after leaving Cape Enrage' is south-south-west by compass.

EAST DIVISION.

BAYS.—The *Bay Chaleur* is a very deep and spacious bay, second only, as far as New Brunswick is concerned, to the Bay of Fundy. Like that bay, it may almost be called a sea, being eighty miles in length and from eleven to twenty-seven in breadth; and resembles the latter also in having a number of minor bays within its limits. It forms the most northern boundary of the province, dividing it from Canada. Opening into it are *Eel Bay*, near Dalhousie, the capital of Restigouche county, and *Restigouche Bay* or Harbour at its head, being the estuary of the River Restigouche; also *Nepisiguit Bay*, a spacious harbour, at the head of which is Bathurst, the capital of Gloucester county. *Great* and *Little Shippegan* harbours lie to the westward of Shippegan and Miscou Islands, and within the Bay of Chaleur; the former comprises several large and commodious harbours, and the latter is well sheltered, with safe anchorage and deep water. The Bay Chaleur indeed, with its numerous secondary bays and harbours, is well calculated to become the rendezvous of a national navy.

Poke Mouche and *Tracadie Lagoon*, are small harbours on the coast of the county of Gloucester, between Chaleur and Miramichi Bays.

The harbour of *Miramichi*, besides the *Napan Bay*, and *Bay du Vin*, which may be called its two branches, is formed by two principal bays, known as the *Outer* and *Inner Miramichi Bays*, separated by Portage and other islands; the Inner Bay is nine miles in width, and has a sufficient depth of water to allow vessels of up to eight hundred tons burthen to pass its bar. This bay affords the best harbour, except those of the Bay of Chaleur, on the eastern coast of the province. At the head of the bay, or rather on the river of the same name, are the towns of Chatham and Newcastle, both in Northumberland county.

Kouchibouguac, *Kouchibouguacis*, and *Alduin*, are small harbours lying north of Richibucto, and within *Kouchibouguac Bay*.

Richibucto harbour also lies within this spacious Bay; and a town at the head of the harbour, and of the same name, formerly called Liverpool, is the capital of the county of Kent. This harbour, in common with many others on this coast, is subject to obstruction from sand bars. However, as the Legislature have lately undertaken to dredge the north eastern harbours of this Province, much improvement in the approaches to them is confidently hoped for.

From Cape Escuminac, at the south easterly entrance of Miramichi, to the mouth of Richibucto harbour, is twenty-one miles; from Richibucto to Buctouche is nineteen miles; and from thence to Cocagne five miles. These two last named harbours, like that of Richibucto, afford good and

safe anchorage to vessels when within the bars. Ships not exceeding six hundred tons can take the principal part of their cargo on board in either of them, completing it outside the bar, but they require good pilotage.

From Cocagne to Shediac harbour the distance is seven miles and a half. This spacious estuary is situate at the north west angle of the county of Westmoreland; it contains a depth of from eighteen to twenty feet at high water; the tide rises from four to five feet. As this place, in consequence of a branch of the European and North American Railway running to it; must be the point where a principal part of the Gulf trade will concentrate, and is fast rising in the scale of Provincial importance; the inner harbour should be dredged, and other improvements, to meet the demands of its increasing traffic, immediately effected.

Aboushugan, and *Great and Little Shemogou'e* harbours are not of sufficient depth to admit ships for loading; schooners, however, frequently take in their cargoes at these places. From Shediac to Cape Tormentine the distance is thirty miles. About two miles E. S. E. from this Cape "there is a shoal, having over its shallowest part a depth of only six feet. Its shape resembles a fan; small vessels pass within it. The outer part, on which there is a depth of twenty feet, lies three miles from the Point. Within Cape Tormentine is the isthmus and boundary between New Brunswick and Nova Scotia; the narrowest part of which, from the Bay Verte to Cumberland Basin, at the head of Chignecto Bay, is only fifteen miles in breadth."—"*Sailing Directions*," by Captain H. W. Bayfield, R. N., page 54.

In the same work (page 55) Bay Verte is thus described: "The Bay Verte is wide at its entrance, and narrow as you advance. The shores are lined with flats, on which the water becomes shallow, but in mid-channel the anchorages are good; here vessels of considerable burthen may take in their cargoes of timber. On the north side of the Bay, and near its head, is the small river Gaspereaux, on the southern shore of which stands Fort Monkton; and on the southern part of the Bay is another small rivulet, called the River Tidnish. They are both shallow for ships to enter."

ISLANDS.—*Herring Island*, *Caraquette*, *Tokesuedi*, *Shippegan*, and *Miscou* Islands are all situate in the Bay Chaleur; the two latter lie at its south east entrance, rendering vessels in the harbour of *Caraquette* safe from storms in this direction.

There are a number of Islands within *Miramichi Bay*; the principal are *Sheldrake*, (the seat of a Lazaretto establishment for those affected with leprosy,) *Fox*, *Portage*, *Egg*, and *Vin Islands*.

Cocagne and *Shediac* Islands respectively lie at the entrance to *Cocagne* and *Shediac* harbours. All these islands, with the exception of *Shippegan* and *Miscou*, are small patches of upland separated from the main land by a distance generally not exceeding two miles.

CAPES.—*Point Miscou*, on *Miscou Island*, forms the southerly entrance to the Bay of *Chaleur*.

Point Escuminac, on which is a light house, lies on the south east side of the entrance to *Miramichi Bay*.

Cape Tormentine, in the county of *Westmoreland*, is the most easterly point of the Province of *New Brunswick*; from thence it is nine miles to *Cape Traverse*, in *Prince Edward Island*. The mails are carried over the ice between these Capes during the winter season, which gives them considerable importance; and a light house and fog bell on *Cape Tormentine*

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would be a vast benefit to the passengers and to those engaged in this hazardous service, as well as to the navigation of the Straits.

Cape Bauld is a somewhat prominent point between Cape Tormentine and Shediac.

RIVERS.—*The Restigouche River*, falling into the Bay Chaleur, is two miles in width, with forty feet water at its mouth. It extends more than two hundred miles, south westerly, into the wilderness, through a large tract of the finest land, covered with the best timber in the Province, and forms part of the boundary between New Brunswick and Canada. The tide flows twenty-four miles up this river, sixteen of which, to Campbelltown, are navigable for vessels of the largest class. At that place it is one mile in width. The principal tributaries are the *Kedgvic* and *Upsalquitch*, the *Patapediac* forming part of the Province boundary, and the *Metapediac*, being a Canadian river. Many of the smaller branches of the Restigouche and the Saint John interlock with each other near their sources.

Eel, Charbot, Benjamin, Jacquet and *Nigudoc* rivers, all empty themselves into Chaleur Bay.

Telegouche, Middle, Little, and Nepisiquit rivers have their discharge in Bathurst harbour. The last river is nearly one hundred miles in length.

Bass river is to the eastward of Bathurst Bay.

Caraquet river runs into Caraquet Bay, on the south side of the Bay Chaleur.

Pokemouche, Little Tracadie, Tracadie, Tabisintac and *Burnt Church* rivers, all empty themselves into the Gulf of St. Lawrence, between Shippegan Island and Miramichi.

Miramichi river is navigable for vessels of the largest class full thirty miles from its mouth. This fine river is more than two hundred and twenty miles in length; the tide flows nearly forty miles from the Gulf, and schooners can proceed within a short distance of the head of the tide. It is divided into two branches, the *south west* and *north west*, the former being the largest river; both have numerous tributaries, those of the south west branch interlocking with streams falling into the Saint John. The *Napan, Bartibog, Black, Little Black, and Vin* rivers, all empty themselves into Miramichi Bay.

The only rivers between the Miramichi and the Richibucto are the *Kouchibouguac*, *Kouchibouguacis* falling into *Kouchibouguac* bay, and the *Aldouin*, which runs into Richibucto harbour.

The Richibucto river is navigable for large class vessels for upwards of ten miles from the Straits of Northumberland, into which it falls; the channel is from twenty-four to thirty-six feet in depth, but the navigation is obstructed by a bar; the tide flows about twenty-five miles up the river. It has numerous tributaries, the principal of which are the *St. Nicholas, Bass, and Coal branch*; some of the smaller streams almost meet those falling into the Grand Lake.

The Buctouche river is south of Richibucto, and is a fine river; large vessels come over its bar to load, and the tide flows about twelve miles from its mouth. Above this point it separates into two branches—the north west and south west.

Little Buctouche river is small, and at its entrance into the Northumberland Straits forms a junction with its larger namesake.

Cocagne river is about ten miles southward of Buctouche, and about the same distance northward from Shediac; it possesses similar advantages for

shipping to those of Buctouche. The tide flows about seven or eight miles up this river.

Two rivers fall into the Shediac harbour, known as the *Shediac* and *Sadouk*, neither of which are navigable for vessels, although they are somewhat extensive. Boats and other small craft penetrate the country they traverse for many miles.

The *Aboushagan* is a small river, and, like those of Shediac, not navigable except for boats and fishing craft for a short distance.

Great and Little Shemogule rivers are shallow—not navigable even for small vessels above the harbours.

Gaspereau river has its source in Square Lake, about twelve miles from its mouth, and empties itself into the north west side of Bay Verte. It is navigable for schooners not exceeding one hundred and fifty tons burthen for about three miles.

Tidnish river takes its rise in Nova Scotia, and empties itself into Bay Verte, on the east side of the harbour; it is similar in size and extent to the Gaspereau. A due east line drawn from the source of the Missiquash is supposed to intersect the south east side of Bay Verte, near the mouth of the Tidnish river, and to form the boundary between New Brunswick and Nova Scotia, but it has never yet been surveyed and established.

LAKES.—*Miramichi, Salmon*, and other Lakes, are situate on the head waters of the south west branch of the Miramichi River. The *Nipisiguit Lake*, near Bald Mountain, is distant only three miles from the *Nictau Lake*, on the Tobique River. There are a number of small lakes on the head waters of that river, lying southerly of the two last named lakes.

Square Lake, in the eastern part of the county of Westmoreland, is the principal source of the Gaspereau River, and is only about a mile square.

There are numerous small lakes scattered over different parts of this province, the names of which are only known to lumbermen, and whose position and dimensions have been ascertained only as far as they have been surveyed by the *eye* and *pace* of these pioneers of the forest.

The harbours of this part of the province are all bar harbours, with the exception of the Bay of Chaleur; but they afford excellent shelter for small craft. There are numerous roadsteads, formed by the indentations of the coast, where experienced navigators can always find shelter.

Table of Latitudes and Longitudes of the principal Seaport Towns in New Brunswick.

	Latitude.	Longitude
City of Saint John,	45° 15' North.	66° 4' West.
St. Andrew's,	45 11 "	67 0 "
Sackville,	45 45 "	65 45 "
Bay Verte,	46 2 "	64 7 "
Shediac,	46 15 "	64 35 "
Richibucto,	46 42 "	64 53 "
Chatham, Miramichi,	47 3 "	65 30 "
Bathurst,	47 37 "	65 42 "
Dalhousie,	48 4 "	66 25 "
Fredericton,	45 58 "	66 33 "

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TIDES.

Wherever science and maritime commerce have extended their bounds, this subject has invariably engaged attention. Investigations have been instituted, and maps constructed, exhibiting, in panorama, the tidal phenomena.

Few countries on the face of the globe present a more opposing tidal range than this and the adjacent Province of Nova Scotia. On the St Lawrence side of both Provinces the tides enter, and recede from, the harbours, when not impelled by violent winds, in a comparatively imperceptible manner; rising, in some parts of the Gulf, not more than four feet on an average, while in others the ordinary flow is about six feet.

Captain Bayfield, R. N., states the tides in this Gulf to be as follows:— In Restigouche harbour, in the Bay Chaleur, “the tide flows here on fall and change until three o’clock, and its vertical rise is six and an half or seven feet;” and at Nipisiguit “the water rises on the inner bar eight feet, on the outer bar five feet, and in harbour eight feet, with regular springs; but it is much influenced by the winds which prevail in the Gulf of St. Lawrence.” At Miramichi, “spring tides rise five and six feet;” at Tatamagoache, (Nova Scotia,) five feet; and in the harbour of Merigomish, about seven miles E. S. E. of Pictou, the rise is about eight feet. The tide runs through the Gut of Canso at from four to five miles an hour. At all these and other places in the Gulf, the winds exercise great influence over the tides. In direct contrast both with the moderate elevation and rapidity of these tides will be found those of the Bay of Fundy, although the two are separated by a narrow neck of land not more than fifteen miles in extent, between Bay Verte and the head of the former Bay. Indeed, if the Aboideaux built across the streams at the head of these bays were removed, their tidal waters would be separated by an undulating ridge not more than three miles and a half in breadth. Captain Crawley, C. E., after examining the isthmus with a view to the formation of a canal, recommended the digging a ditch, by which the two bays might exchange waters, which would, in his opinion, wear sufficiently deep to admit the passage of small vessels. This suggestion receives confirmation from the flatness of the intermediate distance, and the difference of two hours existing between the respective times of high water in these bays, the action of whose tides are so extremely opposite.

The general character of the tides of this Bay is thus emphatically described in the Report of J. D. Andrew’s, Esq., (page 539):— “The tides of the Bay of Fundy have always attracted much attention, on account of the great ebb and flow, and the manner in which the tide enters the narrow bays and runs up the rivers, both in New Brunswick and Nova Scotia. It is obvious to the hydrographer, that the great tidal wave enters the Bay of Fundy at its wide tunnel like mouth, and is kept from spreading by its rocky walls, and is forced into a narrow compass as in a tunnel’s neck. Here the impetuous waters, compressed into a narrow space, rise with fearful rapidity, rushing up in what is called a *bore*, sometimes four or six feet in height at the heads of bays, and up the river channels. On the Petitcodiac, at the bend of the river, this bore is seen to the greatest advantage. The tides, rise at the highest to about sixty feet at the head of the bay, while the rise is not more than thirty feet at the mouth of the bay.”

The tide in this Bay, also, varies much from the effects of winds and storms;

at St. John the flood tide some times rises no more than twenty feet while at others it reaches twenty-six feet and upwards. The subjoined table is extracted from Dr. Gesner's work, on the Industrial resources of Nova Scotia, (page 28,) which he prefaces thus: — "The following table of the height of the tides at different places on the Bay of Fundy, has been derived from correct sources :

Annapolis,	30 feet.
Apple river,	30 "
Basin of Minas,	60 "
Chignecto Bay,	60 "
Cape D'or,	50 "
Cape Split,	55 "
Cape Blowmedon,	60 "
Head of Cumberland Bay,	71 "
Parrsboro', Partridge Island,	55 "
Shubenacadie River,	75 "
Truro,	72 "
Windsor,	60 " "

It is true that these Provinces have been much misrepresented in their Geography, Climate and resources, yet in no respect more so than in the statements published of the tidal phenomena of the Bay of Fundy. In a report published by order of the Fredericton Athenæum in 1852, the exaggerated descriptions of these tides are noticed, and referred to by the writers of that work as "instances of the erroneous position which the character of the Bay of Fundy is permitted to retain in sources of scientific reference, in which at least a general accuracy is expected." A part of this Report runs thus: "In fact, the want of some official and exact statement as to the character of the Bay, has done this country much harm elsewhere. Sir J. Hershel, in his recent outlines of Astronomy, and Dr. Traill, in the seventh edition of the Encyclopedia Britannica, speak of spring tides at Annapolis, in the Bay of Fundy, 'of the surprising height of one hundred and twenty feet.' Mr. Hugh Murray, in the Encyclopedia of Geography, speaks of the Annapolis tides as forty-five or fifty feet; but in Mr. Brande's recent Dictionary of Science, &c., they are said to be one hundred feet in their range! "In the Bay of Fundy," (according to Mr. Hughes, Headmaster, Royal Naval School, Greenwich Hospital), "there are extraordinary high tides; a vast wave is seen for thirty miles off, approaching with a prodigious noise, sometimes rising in the Bay to the height of *one hundred* and even *one hundred and twenty feet!* on some occasions, the rapidity of the waters is so great as to overtake the animals feeding on the shores". — (*Outlines of Physical Geography*, 1849, page 60.)

The above may be taken as specimens of the mistatements current in Britain respecting the tides of the Bay of Fundy; which after all differ little either in height or impetuosity, from those of the Bristol Channel in England, where the same relative position, and natural causes are known to operate.

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LIGHT HOUSES:

Bay of Fundy, New Brunswick Coast.

In passing through Chignecto Bay, and before entering the Bay of Fundy proper, the first light visible is *Cape Enrage Light*, which stands on a point of that name, in Albert County. The house is painted white, and presents a plain white light; it stands one hundred and twenty feet above the tide mark.

Quaco Light, stands on a rock off Quaco Head, nearly midway between Cape Enrage Light and St. John Harbour; the Light House is painted white and red in horizontal stripes. The light shows twice full and twice dark in a minute.

Partridge Island Light is at the entrance of the river and harbour of Saint John; it presents a fixed white light, and the light house is painted red and white, in vertical stripes.

Beacon Light. This tower stands within Partridge Islands, on a bar which extends into the harbor about half a mile S.S.E. off Sand Point, and which dries at two thirds ebb. It is a fixed white light, and the house is painted white and black, in vertical stripes.

Point Lepreau Light, stands about half way between Saint John harbor and Passamaquoddy Bay; on this point is placed a horizontally painted red and white Light House, with two fixed white lights, one twenty-eight feet perpendicularly above the other.

Head Harbour Light, is a fixed white light, with a cross on it; it stands on the north east extremity of Campo Bello Island, and is a guide to vessels entering the inner Passamaquoddy Bay.

St. Andrew's Light stands a short distance south of the town of that name, and affords directions for vessels entering the inner harbor.

Gannet Rock and Machias Seal Island Lights (both American Lights) are situate, respectively, south and south west of Grand Manan Island, and give warning to Mariners in their approach to this island, and to a very dangerous range of shoals and ledges which extends to the southward of it. The first is a flash light, dark 20 seconds, and light 40 in every minute. The latter are two white lights, distant 200 feet from each other, and are therefore easily distinguishable.

The following synopsis is extracted from the Act Chap. 20 of the Revised Statutes, (1854), as relative to the Light Houses of this province in the Bay of Fundy.

1. All registered vessels above 100 tons are required to pay three pence per ton as light duties, payment not to extend to more than six times in any one year.

Vessels from 75 to 100 tons	to pay 35s. per annum.
“ “ 50 to 75 “ “	30s. “ “
“ “ 35 to 50 “ “	25s. “ “
and under 35 “ “	12s. “ “

These payments to be exacted no matter how many ports they may enter in the Bay of Fundy, or how often — no other payments to be required. — All payments to be made to Treasurer or Deputy Treasurer of the first Port entered.

2. Payments to extend to 1st January.
3. Light houses are to be regulated by Commissioners.

4. All monies thus collected to be paid out for the support of light houses in the Bay of Fundy.

The Nova Scotia light houses opposite the New Brunswick coast, are :

Briar Island Light, and *Digby Gut light*; the former is a plain white light, standing on an island of that name, situate south-westerly of Long Island, and on the westerly entrance to St. Mary's Bay; the latter is a white light, placed on Point Prim, on the west side of Digby Gut, lying to the north eastward of Briar Island, and nearly opposite the harbor of Saint John.

Light Houses on the Northumberland Straits, and on the St. Lawrence coasts of New Brunswick.

The only light from *Pictou Light*, on the coast of Nova Scotia, to the river St. Lawrence, (except *Point Prim Light*, on the easterly entrance to Hillsborough Bay, on Prince Edward Island,) is *Cape Escumencac Light*, which stands on the cape of that name. This light is found of vast importance in navigating this part of the Gulf. It is a fixed light, shewn from a white wooden building, at seventy feet above the sea, and can be seen for fourteen miles. The rates imposed in respect of these lights in the Gulf of St. Lawrence are: on vessels under 35 tons, 6s.; 35 to 50 tons, 12s. 6d.; 50 to 75 tons, 15s.; and all over 75 tons, 17s. 6d. Coasting and fishing vessels from ports beyond the Gulf, to pay in addition one penny per ton per annum, unless they make other voyages beyond the Gulf within the year, and in no case more than four times in the year.

The want of light house accommodation on this coast of New Brunswick is much complained of by those interested in its navigation. Among other places, a light is most urgently required on the south-easterly entrance of the Bay Chaleur; and another, with a bell tower, should be erected at Cape Tormentine. In consequence of the shoals extending off this Cape, much delay and damage is caused to shipping passing up and down the Straits; and, as the mails are, and must continue to be, conveyed to and from Prince Edward Island in this direction, during the winter season, a bell tower on this Cape, and another on Cape Traverse, would save both mail carriers and passengers much of that suffering and delay so frequently caused by instantaneous and violent snow storms during the passage. The reader may imagine a mail boat, endeavoring to work her way across the Straits through broken ice, carried by the tide, setting, as it always does, across her intended course, often dragged over fields of ice in motion, and again launched on water mixed with snow or ice; and he will easily believe her situation to be by no means enviable, especially during those violent snow storms, accompanied with wind, which so frequently arise. Although the distance is but nine miles, yet, as no alarm can be given or sound produced to denote her position on either side, the danger is too apparent to need further argument. Hitherto, indeed, in consequence of the weather wisdom of the mail carriers, much of the inconvenience that might thus arise is avoided; but surely every step should be taken, on the part of the lower Provinces, to render this branch of the public service as safe and expeditious as possible. Whether this improvement be adopted or not, there is no sailor frequenting the Straits, who does not feel how much a light house on Cape Tormentine would benefit the navigation, and this would probably have prevented many of the recent disasters.

Saint John

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Eastport
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DISTANCES.

	Miles.
Saint John to Fredericton, west side of the river,	65
“ “ east side,	86
“ “ by steamboat,	80
“ St. Andrews,	65
“ Eastport, by steamboat,	60
“ Portland,	230
Eastport to Boston,	386
Saint John to “ by land and water,	396
“ Washington, “ “	884
“ Annapolis, by steamboat,	45
“ Amherst, “	105
“ “ by land,	138
“ Truro, “	200
“ “ by water,	175
“ Halifax, “	310
“ “ by land,	260
“ “ mixed line, via Annapolis,	173
“ Bend, by land,	94
“ “ by steamboat,	120
“ Martin's Head, by land,	48
“ Shepody,	79
“ Sackville,	127
“ Shediac,	109
Shediac to Richibucto,	34
“ “ by water,	38
“ Chatham (Miramichi) by land,	74
“ “ by water,	80
“ Bathurst (Bay Chaleur) by land,	122
“ Dalhousie, “	175
“ “ by water,	220
“ Bedeque, P. E. Island, by steamboat,	40
“ Charlottetown, “ “	75
“ Cape Ray, Newfoundland,	300
Bay Verte to Charlottetown, by packet,	51
Cape Tormentine to Cape Traverse,	9
Halifax to Boston, by steam packet,	428
“ Portland,	380
“ Eastport or St. Andrews,	280
“ Cape Canso,	150
“ Charlottetown,	285
“ Pictou,	260
“ Bay Verte,	325
“ Shediac,	340
“ Pictou, by land,	104
Fredericton to Woodstock,	62
“ Grand Falls,	135
“ Quebec,	357
“ Chatham (Miramichi),	109
“ St. Andrews, via Harvey Settlement,	70

CIVIL DIVISIONS OF NEW BRUNSWICK.

This Province is Divided into counties and townships or parishes; the townships being sub-divisions of counties. Each county elects its representatives to the House of Assembly; has a shiretown, where the county business is done; a sheriff; a Bench of Magistrates, one Session, at least, of the Supreme Court, in every year; two Sessions of the Inferior Court, at which quarter sessions of the Peace are also held, when the county taxes are levied, and county officers appointed; also, a Probate Court and Register Office. The Parishes or Townships annually elect the greater part of their local or parish officers.

A list of the counties, with their sub-divisions into parishes, will be found in the following pages:

POLITICAL DEPARTMENT.

THE LIEUTENANT GOVERNOR, who receives his appointment from the Crown, is the chief executive officer, and the Representative of the Monarch in the Province. In his absence, or during any vacancy by death or otherwise, his functions are exercised by an officer called the Administrator of the Government. He has the power of proroguing or dissolving the House of Assembly at his discretion.

Governors, and Administrators of the Government of New Brunswick, since 1784.

1784	Thomas Carleton, Esq.,
1786	Gabriel G. Ludlow, Esq.,
1803	Edmond Winslow, Esq.,
1808	Major General Martin Hunter,
1808	Lieut.-Col. George Johnstone,
1809	Major General William Balfour,
1811	“ “ Martin Hunter,
1812	“ “ George Stracey Smyth,
1813	“ “ Sir Thomas Saumarey,
1814	“ “ George Stracey Smyth,
1816	Lieutenant Colonel Harris W. Hailes,
1817	Major General George Stracey Smyth,
1823	Ward Chipman, Esq.,
1824	John Murray Bliss, Esq.,
1824	Major General Sir Howard Douglas, Bart.,
1829	William Black, Esq.,
1831	Major General Archibald Campbell, Bart., G.C.B.,
1837	“ “ Sir John Harvey,
1841	Sir William Macbean George Colebrooke,
1848	Sir Edmund Walker Head, Bart.,
1852	Colonel F. Murray,
1852	Sir Edmund Walker Head, Bart.,
1854	The Honorable John Henry Thomas Manners Sutton.

The Executive Council. This body consists of nine members, appointed by the Crown, but whose continuance in office, like that of the ministry in England, depends on the wishes of the people, as expressed by their repre-

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representatives. They are the advisers of His Excellency, in the administration of the affairs of the Province, and they consist in part of the Heads of the principal Departments. The Governor in Council has the power of making all the Provincial appointments, and he nominates, provisionally, and subject to the approbation of Her Majesty, the members, both of the Executive and Legislative Councils.

The *Legislative Council* consists of twenty-one members, whose appointments proceed from the Crown; their Duties and functions correspond in a great measure with those of the English House of Lords, forming the upper branch of the Legislature, whose assent is necessary to all acts of the Assembly; and they may originate any measures except money bills, in which they have merely the power of a vote.

The *House of Assembly* being emphatically the Commons of New Brunswick, are elected quadrennially, by the Freeholders of the County, pursuant to writs issued by the Governor, allowing to each county the quota mentioned in the following table:—

Names of Counties.	Names of Parishes.	Population (1851) and number of Representatives in 1854.	Area in acres, (exclusive of water.)
York.	<i>City of Fredericton.</i> Douglas. Dumfries. Kingsclear. New Maryland. Prince William. Queensbury. St. Mary's. Southampton. Stanley.	17,628 Four.	2,201,600
Sunbury.	<i>Burton (Orimocto.)</i> Blissville. Lincoln. Mangerville. Sheffield.	5,301 Two.	782,030
Queens.	<i>Gagetown.</i> Brunswick. Canning. Chipman. Hampstead. Johnston. Petersville. Waterborough. Wickham. Cambridge.	10,639 Two.	961,230
Kings.	<i>Kingston.</i> Greenwich. Hampton. Norton. Springfield. Studholme. Sussex. Uppham. Westfield.	18,842 Three.	849,920

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Names of Counties.	Names of Parishes.	Population (1851) and number of Representatives in 1854.	Area in acres, (exclusive of wa- ter.)
Charlotte.	<i>St. Andrews.</i> Campo Belio. Grand Manan. Pennfield. St. David. St. George. St. James. St. Patrick. St. Stephen. West Isles.	19,938 Four.	783,360
Saint John, City and County.	<i>Saint John.</i> Pertland. Lancaster. St. Martin's. Simonds.	38,475 Six.	414,720
Westmoreland.	<i>Dorchester.</i> Saekville. Westmoreland. Botsford. Sheldiac. Monkton. Salisbury.	17,814 Four.	878,440
Albert.	<i>Hopewell.</i> Hillsborough. Harvey. Elgin. Coverdale.	6,313 Two.	433,560
Kent.	<i>Richibucto.</i> Wellington. Wildford. Harcourt. Dundas. Carleton. Huskisson.	11,410 Two.	1,026,400
Restigouche.	<i>Dalhousie.</i> Addington. Colborne. Durham. Eldon.	4,161 Two.	1,426,560
Northumberland.	<i>Newcastle.</i> Chatham. Alnwick. Blackville. Blissfield. Glenelg. Ludlow. Nelson. Hardwicke. Northesk.	15,064 Four.	2,280,000
Gloucester.	<i>Bathurst.</i> Beresford. Caraquet. New Bandon. Saumarez. Shippegan.	11,704 Two.	1,037,440

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Names of Counties.	Names of Parishes.	Population (1851) and number of Representatives in 1854.	Area in acres, (exclusive of wa- ter.)
Carleton.	<i>Woodstock.</i> Wicklow. Wakefield. Simonds. Northampton. Kent. Richmond. Brighton.	11,108 Two.	700,000
Victoria.	<i>Grand Falls.</i> Madawaska. Perth. St. Basil. St. Francis. St. Leonard. Andover.	5,408 Two.	2,872,000
Totals—14.	104 Parishes.	193,800 inhabit'rs. 41 Representatives.	17,677,360

N. B. The parishes printed in *italics* are the shiretowns of the respective counties.

Thus the Lieutenant Governor, Legislative Council, and House of Assembly, form the Legislature of the Province, which is a miniature representation of the BRITISH PARLIAMENT.

The Heads of the principal Departments consist of the Attorney General, Solicitor General, Provincial Secretary, Surveyor General, Receiver General, and Auditor General. The four first named officers have, on receiving their respective provisional appointments, to return to their Constituents for re-election, as it is considered necessary under the responsible system of government that they should be Members of the House of Assembly.

The Duties of the *Attorney General* are thus defined in the Appendix to the Journals of the House of Assembly for 1853 — page ccxxi.

"1st. As a member of the Executive Government, he has to attend, and give his close attention to all the Executive business of the Country, to report upon almost every special case, coming before the Council.

"2nd. To give legal advice and opinions upon all matters involving questions of law coming before the Government, some of which take days to look into and draw up. In 1852 he reported and gave opinions upon ninety cases.

"3rd. To examine and report upon the Bye-Laws of the Corporation of Saint John, from time to time made; and also of the other municipalities and corporations in the Province; also upon the Boards of health; upon all the fish regulations for the fish wardens.

"4th. Upon all matters and duties imposed upon the Executive Government by Act of Assembly, on which any question arises on the construction of the Act.

"5th. To examine and report upon every Grant, Lease and License issued from the Surveyor General's office.

"6th. To examine and report on every Act of Assembly passing the Legislature before the same can be sent to the Colonial Office.

"7th. To conduct the criminal business at the Courts of Oyer and Terminer in the following counties, viz: St. John, two circuits in the year; Westmoreland, one circuit; Northumberland, one circuit; and Charlotte, two circuits in the year; making six circuit courts at which he has to conduct the criminal business of the Province.

"8th. As a resident member of the Board of education, he has to devote much time thereto; and to give opinions upon all matters involving legal questions as to the construction of the laws.

"9th. As leader of the Government in the Lower House, the preparing and maturing all Government measures brought before the Legislature devolves upon him.

"10th. To afford information to the Treasurer and Deputy Treasurer upon all matters involving the construction of the revenue acts.

"11th. Although not bound, ex-officio, to do so, he is constantly called upon by Magistrates and other public functionaries, to give advice, as Attorney General, upon all matters connected with the discharge of their public duties; and especially where the construction of the Acts of Assembly are involved, and is in the constant habit of doing so gratuitously.

"12th. He finds his own office, fuel, and other contingent expenses, and pays his own travelling charges when attending to the criminal duty imposed upon him. * * * * *

"13th. He is always obliged to be at his post, and cannot leave Head Quarters, or be absent, except on public business, without leave."

For these duties he receives, exclusive of some perquisites of office, which do little more than pay the expenses of a Clerk, the sum of £600 per annum.

In this Province the Attorney General is generally considered as the leader of the Government in the House of Assembly, but this is not the case, necessarily in all the Colonies; for instance in Canada, Mr. Hincks, who lately filled the office of Inspector General of Public Accounts, somewhat like that of Chancellor of the Exchequer in England, was the Leader.

The following may be taken as a sketch of the Duties of the *Provincial Secretary* :—

He has to advise the Governor as one of his Cabinet, and to be present at all Meetings of the Executive Council—to prepare and countersign all proclamations and other documents emanating from the Executive to affix the Great Seal to all Letters Patent, and other documents when required, to countersign and register all grants of land from the Crown, to carry on the correspondence between the Executive, and the Magistrates, Boards of Health, Light House Commissioners, and other local authorities not connected with the revenue; and complaints against any of these officials are usually addressed to him. In fact, he may be termed the organ of the Executive Government, and almost considered as exercising a sort of supervision over other Departments, as well as over the roads, bridges, light houses and other public works of the Province. During the sitting of the Legislature, he has, in conjunction with the Attorney General, and such other members of the Executive Council as may have seats in the House of Assembly, not only to assist in preparing the Government measures, but also to take an active part in the discussion, as well as in opposition to those which it may be deemed expedient to oppose. He is also, *ex officio*, and as a member of the Executive, one of the Council of Kings College, and one of the Trustees of the Madras School. There is, therefore, hardly any

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department of the Government in the management or control of which he has not some share; and he cannot be absent from Head Quarters without the special leave of the Governor.

The *Solicitor General* is one of the Law Advisers of the Crown, and has to give his opinion to the Governor on all legal subjects, when required; he also assists the Attorney General in all criminal prosecutions, and in other Crown business, when his aid is necessary.

The *Surveyor General* is the head of the Crown Land Department, and has to receive and answer all applications for land, to issue orders for surveys, to direct sales of Crown Lands or leases of minerals, and to send instructions for the grants to the Secretary. He also superintends and issues timber licences, and, through his Deputy Surveyors, takes care that their conditions are duly complied with; he appoints the Deputy Crown Surveyors, and keeps in his office plans of the several counties, on which the grants of land, from time to time, are registered; any survey ordered by the House of Assembly, or by the Executive Government is made through him.

The *Receiver General's* Duty is to receive all the monies paid in, under the head of Casual Revenue, on tickets from the Crown Land office and through the Deputy Surveyors; as also all fines in Courts of Law, and Fees of the Secretary's office; and he pays all warrants on the Casual Revenue Fund. He has also charge of the surplus fund arising from the Civil List which he pays quarterly, he has also to receive and see to the application of the proceeds of the timber cut on the disputed territory.

The *Auditor General* has merely to examine and audit the whole of the accounts of the Province.

Provincial Treasurer's Department.

The head of this Department resides in the city of Saint John, and superintends and directs through his Deputy Treasurers, who are scattered throughout the Province, the collection of the revenues, he receives all monies so collected; and all warrants for payment are drawn on him.

With regard to the operations of the Departmental system in a young colony like New Brunswick, it may sometimes happen that some of the officers, especially the Surveyor General, may not be practically acquainted with the duties of his office and may have to perform some of them, for instance, that of examining candidates for appointments, and even the indoor duties of the office, by proxy. There is less difficulty, perhaps, in procuring competent persons to fill the principal part of the other offices, constituting the heads of Departments, especially where members of the legal profession are necessary, as there is generally in the Province a larger proportion of that body aspirants for office.

The following composed the Executive Department of New Brunswick, in 1855:

The Honorable JOHN HENRY THOMAS MANNERS SUTTON, Lieutenant Governor and Commander-in-Chief of the Province of New Brunswick, &c., &c. Salary about £3,500 per annum.

COUNCIL.

	<i>Residence.</i>	<i>Salary.</i>
Hon. Charles Fisher, Attorney General,	Fredericton,	£600, Curcy.
" Samuel L. Tilly, Provincial Secretary,	Saint John,	£600, "
" James Brown, Surveyor General,	St. Davids,	£600, "
" John M. Johnston, Solicitor General,	Chatham,	£230 15 4.
" William J. Ritchie,	St. John,	} Travelling charges and other expenses only.
" Albert J. Smith,	Dorchester,	
" William H. Steves,	Albert County	

The average aggregate cost of supporting these establishments, exclusive of the salaries of heads of Departments, is £3,000 currency per annum.

There are numerous perquisites of office belonging to each of the Departments.

LEGISLATIVE COUNCIL.

	<i>Residence.</i>
Hon. William Black, President,	Fredericton.
Honourables John S. Saunders,	Fredericton,
" Amos E. Botsford,	Sackville,
" Edward B. Chandler,	Dorchester,
" John Robertson,	Saint John,
" Harris Hatch,	Saint Andrews,
" William B. Kinnear,	Saint John,
" W. F. W. Owen,	Saint John,
" George Menichin,	Fredericton,
" Thomas W. Peters,	Chatham,
" Robert L. Hazen,	Saint John
" George H. Hill,	Saint Stephens
" James Davidson,	Miramichi
" William H. Odell,	Fredericton
" William H. Steves,	Albert County
" David Wark,	Richibucto,
" John M. Ryan,	King's County
" William Hamilton,	Restigouche County.

The fees of each member of the Legislative Council are £1 currency per day during the Session.

HOUSE OF ASSEMBLY. (Elected, July, 1854.)

Hon. Daniel Hannington, *Speaker.*

County of York :

Hon. Charles Fisher	} Esqrs.
Charles Macpherson	
James Taylor	
George J. Hatheway	

City of Saint John :

Hon. Samuel Tilley
James A. Harding, Esq.

County of Saint John :

Hon. William J. Ritchie	} Esqrs.
John R. Partelow	
Robert D. Wilmot	
John H. Gray.	

County of Westmoreland :

Hon. Daniel Hannington	} Esqrs.
" Albert J. Smith	
Amand Landry	
James Steadman	

County of Charlotte :

Hon. James Brown	} Esqrs.
Arthur H. Gilmore	
John M. Adam	
James Boyd	

County of Kings :

Matthew WeLeod	} Esqrs.
George Ryan	
Henry W. Purdy	

Count

Francis Rice
James Tibbets

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Samuel H. G.
John Farris

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George Hayw
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Hon. John M.
" John A.

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County of Victoria :

Francis Rice } Esqrs.
James Tibbets }

Queens County :

Samuel H. Gilbert } Esqrs.
John Farris }

Sunbury County :

George Hayward } Esqrs.
Enoch Lunt }

Northumberland County :

Hon. John M. Johnston
" John Ambrose Street
George Kerr } Esqrs.
Richard Sutton }

Carleton County :

Charles Connell } Esqrs.
Richard English }

County of Kent :

Robert B. Cuttler } Esqrs.
Francis McPheleim }

Restigouche County :

John Montgomery } Esqrs.
Chipman Botsford }

Gloucester County :

William End } Esqrs.
Patrick McNaughton }

Albert County :

Edward Stevens } Esqrs.
Abner R. McClelan }

The Speaker of the House of Assembly receives £150 for the session, and the other members one pound per day, during the same term. It costs the Province £10,000 per annum for legislation, and in consequence of an increase of remuneration, voted by the House of Assembly *to itself*; during the special session of 1854, it will in future take nearly £12,000 to pay for the legislative business of the Province.

JUDICIAL INSTITUTIONS.

The Court of Chancery.—This Court has recently been abolished by an act of the Provincial Legislature, and its equitable jurisdiction is transferred to the Supreme Court; at the same time, the Master of the Rolls was removed to the Bench of the same Court as an additional Judge. The duty of this Court was formerly similar to that of the High Court of Chancery in England, to adjudicate matters which cannot justly be decided by the rules of Common Law, such as trusts, the specific performance of agreements, &c. All causes heretofore cognizable by this Court are now transferred to the "Equity side of the Supreme Court."

The Supreme Court consists of one Chief Justice, and four assistant or puisne Judges. The jurisdiction of this Court extends to all criminal matters, except such petty offences as the magistrates may send to the Sessions, and to civil suits, in which the amount exceeds five pounds or affects the title to land. Appeals lie from the Court of Common Pleas by writ of certiorari before trial, and from the Magistrates' Courts, first to one of the Judges of this Court, and, if allowed by him, to the full Court. Its proceedings are regulated by the English common law, as altered by Provincial statute, and by the rules of court and forms laid down by the Judges. It has now also to exercise the functions of a Court of Equity in addition to its other powers. The Bench is now filled by the gentlemen following :

The Hon. James Carter, Chief Justice—salary £700.

" Robert Parker,	} Justices. {	Salary £750.
" George F. Street,		" 750.
" Lemuel A. Wilmot,		" 600.
" Neville Parker,		" 600.
(late Master of the Rolls,)		

These salaries are in addition to travelling expenses, for which £250 are allowed.

The Court of the Governor and Council, for hearing and determining cases relative to marriage and divorce, consists of his Excellency the Lieutenant Governor, as *President*, the Master of the Rolls as *Vice President*, the members of the Executive Council, and a Registrar and Clerk. This Court hold its sittings in Fredericton, on the second Tuesday in February, and the third Tuesdays in June and October. Its jurisdiction extends over all matters relating to matrimonial rights, prohibited marriages and divorce.

Court for the trial and punishment of piracy, and other offences committed on the high seas.—The officers of this Court consist of the Lieutenant Governor, the Chief Justice, and the other Judges of the Supreme Court, the Executive Council, Judge of the Court of Vice Admiralty, Commander in Chief, and Flag Officers, and Captains and Commanders of ships of war on this station for the time being. It holds its sittings in any part of the Province determined by any three of its members; the Governor, Chief Justice, or one of the Judges of the Supreme Court, or Judge of the Admiralty, being one.

The Court of Vice Admiralty is composed of one *Judge and Commissary*, holding a commission from the Crown; an Advocate General, Registrar and Scribe, and a Marshal. It determines all questions relative to maritime matters, such as seaman's wages, bottomry bonds, &c. Prizes taken in war are adjudicated on by a Commissioner appointed by the Imperial Government.

A *Probate Court* is held for each county, presided over by a *Surrogate*, or Judge of Probate, and with a Registrar. All wills of deceased persons are proved in it; it grants letters of administration to the effects of such as die intestate, and has further powers for the settlement of the property in both cases.

The Court of General Sessions of the Peace, and the *Court of Common Pleas*, or *Inferior Court*, are two distinct Courts, and are held at least twice a year at the county town of each county. The Judges of the Common Pleas are four or five in number, appointed by the Governor, and their jurisdiction extends to the recovery of debts of any amount. The Sessions regulate the business of the county, such as the levying rates for its necessary expenditure, granting tavern licenses, determining cases of bastardy and settlement, and they also try petty criminal cases. Both Courts are held at the same periods.

Justice's Courts are held in each parish, as occasion may require, for the recovery of debts not exceeding five pounds; an appeal lies from their decision to the Supreme Court. The Justices have also power to adjudicate on trespass, where the title to land does not come in question, to the amount of forty shillings; and two Justices may try, at the suit of the Crown, persons committing assault and battery, and, at their discretion, either bind them over to appear at the ensuing sittings of the Supreme Court, or punish them by fine, to be enforced by imprisonment. They are also empowered to take cognizance of all breaches of the peace, profane swearing, and all violations of order and decorum; also to examine and enquire into all felonies, and other criminal acts, and to commit the parties charged to gaol, or bind them over to appear, when the evidence may warrant such a course. Three Justices can also try cases of petty larceny not exceeding forty shillings in value.

The Supreme Sessions, hold as follows:

York—Thursday
Saint John—Friday
Sunbury—Friday
Gloucester—Friday
Queen's—Friday
Charlotte—Friday
Tuesday in
King's—Saturday
Albert—Thursday
Westmoreland—Friday
Kent—Tuesday
Restigouche—Friday
Northumberland—Friday
Carleton—Saturday
Victoria—Thursday

Shiretowns.

Fredericton—Friday
Saint John—Friday
Kingston—Friday
Woodstock—Friday
St. Andrews—Friday
Dorchester—Friday
Bathurst—Friday
Gagetown—Friday
Burton—Saturday
Richibucto—Saturday
Newcastle—Saturday
Dalhousie—Friday
Hopewell—Friday
Andover—Saturday

The *Sheriff* is appointed by himself or by the Governor, and therefor to levy execution, and take care of the Judges at the necessary to the Crown in his death, and an enquiry as to

*There are additional Courts are seldom

The Supreme Court, and the Court of Common Pleas, with the General Sessions, hold their sittings at the shire towns in the different counties as follows :

Supreme Court.

York—Third Tuesday in January, and fourth Tuesday in June.
 Saint John—Second Tuesday in May, and first Tuesday in November.
 Sunbury—Last Tuesday in February.
 Gloucester—First Tuesday in September.
 Queen's—First Tuesday in March.
 Charlotte—Fourth Tuesday in April, and the Tuesday after the fourth Tuesday in October.
 King's—Second Tuesday in July.
 Albert—Third Tuesday in July.
 Westmoreland—Fourth Tuesday in July.
 Kent—Tuesday after the fourth Tuesday in July.
 Restigouche—last Tuesday in August.
 Northumberland—Second Tuesday in September.
 Carleton—last Tuesday in September.
 Victoria—The Wednesday before the last Tuesday in September.

*Court of Common Pleas and Sessions.**

Shiretowns.

Fredericton—Second Tuesdays in January and June.
 Saint John—Third Tuesday in March, and third Tuesday in October.
 Kingston—First Tuesday in March, and third Tuesday in October.
 Woodstock—First Tuesday in January, and fourth Tuesday in June.
 St. Andrews—Second Tuesday in April, and first Tuesday in June.
 Dorchester—Third Tuesday in June, and second Tuesday in December.
 Bathurst—First Tuesday in January, and first Tuesday in July.
 Gagetown—Fourth Tuesdays in January and June.
 Burton—Second Tuesday in January, and third Tuesday in June.
 Richibucto—Second Tuesday in January, and fourth Tuesday in June.
 Newcastle—Second Tuesdays in January and June.
 Dalhousie—First Tuesday in January, and second Tuesday in July.
 Hopewell—Fourth Tuesday in June, and second Tuesday in November.
 Andover—Second Tuesday in January, and first Tuesday in July.

The *Sheriff* is an important officer in every county. His duties are, by himself or his deputies, to execute the Queen's writs throughout his county; and therefore to serve all processes issued from either of the Courts; to levy executions and retain the proceeds till the return of the writ; to take care of all debtors and criminals; to summon juries; to attend the Judges at their Courts; to call out the whole force of the county when necessary to preserve the peace, and to act as the first executive officer of the Crown in all cases. The *Coroner* acts for the Sheriff in case of his death, and in case of his being personally interested. He also holds an enquiry as to all cases of accidental or sudden death.

*There are additional terms of the Common Pleas for the return of writs, &c., but Courts are seldom held on them.

JURORS.

There is no one public department which moves so slowly in the march of reform as that of our judicial institutions. The laborer is worthy of his hire, whether the employment be that of legislators, executors, judges, or other public functionaries, and the more responsible the duties, the higher should be the remuneration; but the payment of jurors, the men who ultimately have to decide almost all disputes, appears to force itself with difficulty on the notice of our legislators. Among all the imperfections attending our courts of law, there appears to be none more glaring than the hardships imposed on those who have to serve in this capacity. It must be within the knowledge of most of our Provincial readers that jurymen frequently have to travel a distance of forty miles from their homes to the shire town, at a season of the year when their time is most valuable, to remain for a week or ten days, and to return with the very trifling and almost ridiculous remuneration which the law allows for this service. Nor is the case of the suitors themselves, and their witnesses, much better: sometimes it happens that, after a long and tedious waiting at the Court House, the cause is suspended; perhaps for want of time to hear it; perhaps from inability to make up the magical number of twelve jurymen, whose unanimity is necessary to the validity of a verdict; or it may be from the preconceived opinion, or wrong-headed conclusions, of one of the number. Much of this inconvenience, and positive loss to all concerned, might be avoided, either by reducing the number of jurors, or by allowing the decision of the majority to be a legal verdict. In many cases of at least equal importance, this plan is adopted; in the framing and enactment of our laws, for instance, a majority of the legislative bodies, even of one, is sufficient to bind the whole Province; and surely if this is expedient in matters which may affect the well being, the properties, or even the lives of all of us, it is equally so in those which relate only to one or two individuals. In the cases submitted to the grand jury, too, complete agreement is not required, provided twelve at least concur in their finding; and thus a precedent is afforded for what may be called an innovation. The reduction of the number would afford the means of better remuneration, without much increasing the expense to the suitor.

The laws of our Province, being based on those of Great Britain, which have gradually grown up from circumstances, and which, from a national reluctance to change, have adopted, till lately, ancient forms to modern requirements, have shared in the faults of their origin, and are too much loaded with verbose technicalities, which add materially to the cost of the proceedings; but in this respect, we must do the Province justice, and admit that, within the last year, many of the defects have been remedied; much of the verbiage and mystification has been stripped from our legal forms, and they have been rendered more intelligible to the uninitiated, more adapted to the times, and more consistent with common sense; but there is yet room for improvement; and, judging from the past, we may look confidently to the future.

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POST OFFICE DEPARTMENT.

Previous to an act of the Imperial Parliament, passed in the twelfth and thirteenth years of the reign of Her present Majesty, entitled, "An Act for enabling Colonial Legislatures to establish inland posts," the postal arrangements of this, in common with those of the other British Colonies, were under the control of the Imperial Government and managed by the Postmaster General in London. By acts of the Province of New Brunswick, passed in the years 1850 and 1851, the Post Office Department of this Province was established, under the direction and management of a Provincial Postmaster General, and other authorities; and all letters transmitted by Post in British North America, with the exceptions of packet letters to and from the United Kingdom, and letters to and from Newfoundland and the United States, are made liable to an uniform rate of three pence currency for half an ounce for whatever distance conveyed, prepayment being optional; the charge increases according to the following scale of weights, thus:

	currency.
On a letter not exceeding $\frac{1}{2}$ an ounce in weight,	3d.
" " over $\frac{1}{2}$ oz. and not exceeding 1 oz.	6d.
" " over 1 oz. and not exceeding $1\frac{1}{2}$ oz.	9d.
" " over $1\frac{1}{2}$ oz. and not exceeding 2 oz.	1s.
" " over 2 oz. and not exceeding $2\frac{1}{2}$ oz.	1s. 3d.
" " over $2\frac{1}{2}$ oz. and not exceeding 3 oz.	1s. 6d.

And so on, adding one rate for every additional half-ounce.

All "Newspapers, whether published in the United Kingdom, or in British North America, or in the British West Indies, or in the United States," are not liable to any Provincial rate of Postage; but Newspapers to and from the United Kingdom, specially addressed "via New York," or "via United States," are liable to the transit rate of one penny each, payable on delivery only.

Printed books, pamphlets, or tracts, when under the weight of two ounces, are not liable to any Provincial rate of postage; but if weighing two ounces, they shall be liable to a rate of four-pence each; exceeding two ounces, and not exceeding three, six pence; and two-pence for each additional ounce, up to six ounces in weight; and if exceeding six ounces, three pence for each additional ounce, up to sixteen ounces; beyond which weight no printed book, pamphlet or tract will be forwarded by Post within the Province, unless such book, pamphlet or tract be addressed to the United Kingdom, or through the United Kingdom to any British Colony. Ship Letters—the gratuity to be paid to ship masters for letters brought to offices on the sea-board, is to be one penny half-penny currency, as heretofore, and the charge for such letters, when delivered in this Province, is three pence currency.

By packet to and from the United Kingdom:

"Printed books, magazines, reviews, or pamphlets, whether British, Colonial or foreign, may be sent through the Post from this Colony to the United Kingdom, or from the United Kingdom to this Colony, or through the United Kingdom to or from this Colony and any other British Colony, whether the conveyance be by packet or private ship, at the following rates of postage:—

For a single volume, not exceeding $\frac{1}{2}$ lb. weight	7d $\frac{1}{2}$ currency
“ “ exceeding $\frac{1}{2}$ lb. and not exceeding 1 lb.	1s. 3d. “
“ “ “ 1 lb. “ “ 2 lb.	2s. 6d. “

And so on, adding 1s. 3d., currency, for every additional pound or fraction of a pound. Printed books thus forwarded, will be subject in all respects to the same conditions and restrictions to which newspapers are liable. The postage thereon, according to the above rates, must in all cases be prepaid; they can only be forwarded by the direct route, via Halifax.”

By virtue of an Act passed in the 16th year of the reign of Her present Majesty, a Proclamation was issued by His Excellency the Lieutenant Governor authorizing the reduction of postage to a uniform rate of six-pence, sterling, (7 $\frac{1}{2}$ d. currency,) the half ounce, on letters between the United Kingdom and the Colony of New Brunswick. And for Parliamentary proceedings transmitted to and from the said Colony by post, via the British contract packets, direct to Halifax, the same rates of postage as those fixed for other books transmitted by Post, the said Parliamentary proceedings are subject to the following conditions, that is to say;

1st. Every packet must be sent without cover, or in a cover open at the sides or ends.

2nd. It must contain a single volume only, the several sheets or parts thereof, where there are more than one, being sewed or bound together.

3rd. It must not exceed two feet in length, breadth, width, or depth.

4th. It must have no writing or marks upon the cover; or its contents, except the name and address of the person to whom it may be sent.

5th. The postage must be prepaid in full.

“The above instructions are not to extend to, or interfere with the transmission of printed votes or proceedings of Parliament, or of printed papers allowed to pass by the post under the newspaper privilege, all of which will contain subject to the existing Regulations.” New Brunswick Royal Gazette of July 26th, 1854. *United States*—Letters addressed from New Brunswick to the United States, except California and Oregon, are rated six-pence currency, or ten cents per half ounce; prepayment optional.—Letters addressed from New Brunswick to California or Oregon, nine-pence, or fifteen cents per half ounce. Newspapers and pamphlets addressed to the United States from New Brunswick will be free of charge to the Province Line, and, *vice versa*, from the line.

Newfoundland, &c.—Letters from New Brunswick addressed to Newfoundland; a single letter, weighing not more than half an ounce, packet

Postage 4 $\frac{1}{2}$ d.

Inland postage, 3d.

Increasing one rate for each additional half ounce, or fraction of half an ounce; prepayment optional.

Letters addressed to Bermuda, or the West Indies, the same, only the inland rate must be paid in advance.

The detailed accounts and returns made by the Postmaster General to the Provincial Legislature in the year 1852, shew the improved state of this department since the transfer before mentioned. Although there has been a falling off in the receipts in consequence of the abolition of Newspaper postage, which was ascertained to amount to about £770; the large amount of packet postage, which has to be remitted to England; the additional expences connected with the whole establishment in the Province;

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the diminution in the revenue, consequent on the reduction of *letter* postage; and on the fact, that previous to the transfer, the stationary, printed forms, &c., which formed a very large item, were supplied from England, but which are now procured here; yet the general results have been satisfactory. The following is an extract from the Report:—"I have much pleasure in directing attention to the satisfactory progress which the revenue has made since the transfer, and is still making, as shewn in the return No. 3," (referring to the detailed account appended to the Report,) "and which appears to be at the rate of nearly sixteen per cent. This, if continued, will, in the course of little more than a year, bring the revenue up to the amount at which it stood previous to the transfer."

The number of Post Offices in the Province in 1852 was	30	In 1853—
" " Way Offices,	105	137
Total length of mail routes in miles,	2,160	2,316
Number of miles travelled per annum,	474,471	

Being an increase of 27 per cent. over the number for the preceding year, and causing an increased expense of £1,363. Revenue increased 27 per cent. in 1853, over the preceding year.

SURVEYOR GENERAL'S DEPARTMENT.

This Department consists of a Surveyor General, four indoor officers, and a staff of upwards of fifty Deputy Surveyors, who are dispersed throughout the Province.

The Crown Lands within the county of York are sold at the office by the head of the Department, and in each of the other counties, one or more Deputies are appointed for the same purpose; so that applicants for land can obtain grants with dispatch, at any time, and in any part of the Province where there are ungranted lands.

Lots of land, not exceeding one hundred acres, can be obtained at three shillings currency per acre, payable in labor on the roads in the vicinity of the land applied for. This arrangement, though liable to some abuses, has facilitated the settlement of the Province; affording emigrants and others an opportunity to locate themselves on a tract of good land, without paying one fraction of money for their purchase.

With the exception of this mode of sale, all lands are disposed of for actual settlement, at auction; the upset price, if paid down, is two shillings sterling, or 2s. 5d. currency, per acre—£12 1s. 8d. currency for 100 acres. If payments are made by instalments, which is optional with the purchaser, the upset price is 3s. currency per acre.

The flourishing state of this Department will be better seen from a review of the following Report, furnished to the Legislature in the last session by the head of the Department:

"CROWN LAND OFFICE, Fredericton, February, 1854.

May it please your Excellency:

I have the honor of submitting to your Excellency detailed accounts of the transactions connected with the Crown Land Department, for the year ending on the 31st December, 1853.

These accounts consist of the following classes:—

- 1st. Receipts for timber and lumber.
- 2nd. Receipts for land sold.
- 3rd. Receipts for contingencies.

4th. A return of the amount of labor performed upon roads and bridges, in payment for land, under the provisions of the Act 12 Victoria, Cap. 4, generally known as the Labor Act, and that of the Act 12 Victoria, Cap. 19, known as the Commutation Act.

These several returns are so prepared, as to exhibit a full and comprehensive statement of all the detailed information relating to each class; yet as that information is necessarily spread over a large surface, I herewith submit a condensed report of the returns of each class, together with such explanatory remarks as may bear upon them.

FIRST—*Timber and Lumber.*

	No.
Licenses prepared during the year (from 1st May),	1,340
Square miles under license,	4,887
Square miles sold at and under 50s. per mile, with option of renewal without sale,	962½
Square miles sold below 50s. per mile, and subject to resale,	3,924½
Amount received for licenses since 1st May, £7,803 14s.	
Average rate per square mile, 31s. 11d. 9-8.	

These numbers comprise only the licences issued, &c., for the year commencing 1st May, 1853, and ending 1st May, 1854; but the inclusion of all licenses issued within the year 1853 would not materially alter the sum total.

Total amount received for timber and lumber, from all sources, in the year 1853—£8,668 0s. 10d.

No material change has been made, since the passing of the export duty law, until last year, in the regulations establishing the rate of mileage, notwithstanding that the trade of the Province had in that time greatly changed its character; and finding that the staple commodity of New Brunswick was in great demand, and realizing high prices, the Government deemed it their duty to secure to the public some participation in the increasing profits of the lumber trade. The upset rate of mileage was therefore advanced from ten shillings to twenty shillings per square mile; thus realizing for the Province a considerable increase on the sale of timber berths, without causing any additional expenditure.

Great complaints having been made by those engaged in the lumber trade, that the practice of annually putting up all the timber berths to public competition bore injuriously as well on the trade as on the revenue; the expense incurred in building camps, erecting dams, cutting roads, and other matters incident to the business, being so great, that they would prefer paying an increased rate of mileage, if they would thereby secure the right of renewal for a larger period than one year. The Government, in order to meet in some degree the views of the lumbering interest, determined to offer the timber berths at auction, at the upset price of 20s. per square mile; giving to the purchaser, who bid it up to 50s. or more per mile, the right of renewal for three years, at the rate at which it was bid off. Ninety-seven persons, holding 962½ square miles, are accordingly entitled to the privilege of renewal, under this regulation.

The introduction of this rule, and the increase of the general upset rate of mileage, will explain to some extent why the revenue from timber and lumber has been so much greater than in former years.

Although the receipts for timber and lumber are so large, yet they would

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unquestionably have been greater, were it not for the operation of a practice, which prevails to a considerable extent among applicants for licenses, namely: when two or more persons desire to compete for a timber berth, they mutually agree to bid it off in the name of a person having no interest in the transaction, and, after the sale retire and compete for it amongst themselves, the proceeds of the private sale being divided amongst the competitors. How far this practice, or system, (for it is now so prevalent as almost to deserve that title) may be deemed a fraud upon the public, I know not, nor am I able to propose to your Excellency any measure by which it can be entirely abolished; but if the trespass law could be so amended as to withhold the legal remedy from any other than a bona fide licensee, having a direct and beneficial interest in the license; and if any license, obtained in the above manner, should be declared to be fraudulent and collusive, and be made voidable by the Governor and Council, on proof of its character, I think the practice would at least be sensibly diminished.

SECOND—*Land sold.*

The receipts for land sold are £8,786 14s. 9d., an amount considerably greater than has been realized in any year since 1836. This increase has not arisen from any advance in the general price of the land, but from the greater quantity sold during the year. The average rate is not equal to that of 1852, but the quantity is nearly four times as much, the number of acres being respectively 22,952 in 1852, and 87,697 in 1853.

The general abstract appended to this Report will show that the quantity sold in 1853 exceeds the aggregate quantity sold in the four previous years.

It will be seen that a large increase over former years has occurred in the sales of land in King's, Kent, Westmoreland, and Albert; which is no doubt in some measure caused by the projected railway, as it will pass through certain portions of those counties.

The sale of town lots in the county of Victoria, at Colebrooke and Edmundston, presents a favorable indication of the advancing prosperity of these towns. The amount received during the past year for instalments due on lands sold in previous years, amounts to £1039 10s. 6d. Although this sum is considerably in advance of what has been received for some years past, yet I would recommend that more active measures be adopted to collect balances due; as the country is now prosperous, and money abundant throughout the country districts, and the Crown debtors generally able to pay.

The whole sum now due for instalments is about £27,000, exclusive of the payments made by labor on the roads, under the Commutation Act. Even the latter boon offered by the Legislature has been accepted only to a very limited extent, and I am persuaded that the Government will eventually deem it expedient to resort to the operation of the law, which provides for the summary recovery of all instalments as they become due.

THIRD—*Contingencies.*

The receipts on account of contingencies, or from all sources except timber and land, have never been very great, and they are but little different in the past year, from what they have been at former times.

Should the mining question be arranged and settled, I believe that the

royalties upon coals and minerals will hereafter form no inconsiderable item in this class of receipts; at present, it is but of small amount.

FOURTH—*Labor on Roads.*

The return of labor performed upon roads and bridges during the past year, amounts to £6,355 14s. 2d.; and if I was satisfied that a fair equivalent in labor had been obtained in a majority of the cases in which labor has been performed, during the last four years, in payment for Crown Lands, I would feel that the generosity of the Legislature had been prudently applied; but when I consider that in no case is there any ultimate and independent supervision of the work done; that the whole is left, both as respects quantity and rate, as well as quality, to the irresponsible discretion of a single person for each district, I cannot but apprehend, that as regards work, the experiment has in some instances proved a failure.

The Government has indeed interposed a check to the acquisition of land under the Labor Act by speculators, by which persons already owning land are precluded from applying to purchase by labor.

The regulations, lately established, do not suffer any person to purchase under the Labor Act, who is under eighteen years of age, who is already the owner of other land, or who claims land purchased from the Crown, but ungranted. And no person, after having paid in full for his lot by labor and commission, can obtain a grant of it, until he prove to the satisfaction of the Government that he is then, and for twelve months past has been, actually residing on the lot, and has cleared and cultivated not less than ten acres of the said land; the whole purchase being void unless all this be done within five years after approval of his petition. The effect of the law, therefore, and of the regulations to which I have adverted, must be on the whole beneficial, as inducing a large permanent settlement on the wilderness lands of the Province.

I annex comparative statements of sundry matters of receipt and expenditure connected with the Crown Land Office, and I have the satisfaction of stating that while the receipts have been much larger in 1853, and the extent of office labor performed greater than in any year contained in the statements, the expenses have been less than in any of those years since 1849.

The whole revenue of the Crown Land Department for the past year, was as follows:—

Amount received by the Receiver General by tickets issued from the Surveyor General,	£18,848	3	0
Deposits in the hands of the Receiver General, carried to account,	1,308	1	9
Amount collected by the Attorney General,	335	0	0
Land sold and paid for by labor on the roads,	6,355	14	2
Total,	£26,846	18	11

When the amount collected under the export duty act is taken into consideration, this branch of the public revenue is in a highly flourishing state.

(Signed) R. D. WILMOT,
SURVEYOR GENERAL."

"Comparative view of Receipts, Expenses, &c., of the Crown Land Office in the years 1849, 1850, 1851, 1852 and 1853.

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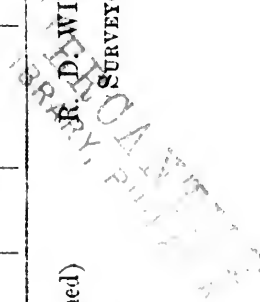
1849.

Subjects.

Comparative view of Receipts, Expenses, &c., of the Crown Land Office in the years 1849, 1850, 1851, 1852 and 1853.

Subjects.	1849.		1850.		1851.		1852.		1853.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Receipts on account of Timber,		£1,821 15 5		£2,304 8 3		£3,829 3 0		£5,256 5 0		£8,668 0 10
“ “ Lands,		1,502 10 0		1,853 8 11		2,078 15 7		2,742 9 9		9,830 5 3
“ “ Contingencies,		71 2 1		436 16 10		177 3 10		255 9 6		349 16 11
Totals,		£3,395 7 6		£4,594 14 0		£6,085 2 5		£8,334 4 3		£18,848 3 0
Expenses of Clerks, Postages and Contingencies,		1,305 5 3		1,507 12 8		1,509 5 10		1,565 10 6		1,455 19 6
Paid to the Province Treasurer, by Receiver General,		1,772 10 1		2,500 0 0		3,300 0 0		5,800 0 0		16,000 0 0
Number of acres surveyed at the expense of Government,						100,640				87,000
Cost of the above surveys,								559 14 0		484 10 0
Number of grants issued from Crown Land Office,	185		129		222		404		588	

(Signed) R. D. WILMOT, SURVEYOR GENERAL.



The above is the official report of the Surveyor General for the last five years. It contains much valuable information, and shews the progressive state of the Province :

The large extent of territory subject to lumbering operations, being	3,000,000 acres.
The number of grants issued in 1853,	588
" " " " 1851,	222
Difference in favor of 1853,	366
Amount received for lands, timber, &c., in 1853,	£18,848 3 0
" " " " " 1851,	6,085 2 5
Difference in favor of 1853,	£12,763 0 7

This report also evidently proves that the census of 1851, which was taken at a time of great commercial and agricultural depression, does not convey a proper knowledge or estimate of the ratio of improvement now taking place in the Province, which, in the language of the report, "is now prosperous, and money abundant."

The following necessary forms of application for Crown Lands will be found useful, not only to those who may not be in possession of printed blank forms, but they will also show the manner in which this part of the machinery is conducted :

"To His Excellency, Lieutenant Governor, and
 Commander in Chief of the Province of New Brunswick ;
 The petition of
 Humbly sheweth,—

That he is a British subject, and desirous of purchasing, for actual settlement, _____ acres of Crown Land, situate as follows :

(Not to interfere with the right to cut timber or lumber under license applied for previous to the application for the purchase of the land.)

Agreeably to the regulations passed in Council on the 11th May, 1843.
 And as in duty bound, will ever pray.

Land situated.		No. and extent of Lot.	If vacant, &c.	If surveyed, &c.	If improved, &c.
County.	Parish or settlement.				

_____, Deputy Surveyor."

The petition to be signed by the applicant, and the columns of the blank return to be filled up and signed by the Deputy Surveyor.

The regulations for purchasing land under the labor act, vary from those under the ordinary system of purchasing Crown Lands for actual settlement :

1st. The price is three shillings, currency, per acre.

2nd. No land.
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2nd. No grant made to persons under 18 years of age, nor to owners of land.

3d. No more than one hundred acres.

4th. Petitions must be in the form annexed.

5th. Lands must be occupied within three months from notice of approval in the Royal Gazette, and improvements, to the amount of £10 currency, made within that time.

6th. No labor to be performed in payment for land, until petition approved, and land surveyed, and improved as aforesaid to satisfaction of Commissioners.

7th. The applicant must pay one-fourth of the value of his land, according to the value of labor at the time, including five per cent. to the Commissioner, annually, until the whole is paid for.

8th. No approval shall continue in force longer than two years from its date, unless the applicant shall have paid, by labor and commission, at least one-fourth of the purchase money.

9th. The Commissioner is required to make returns to the Provincial Secretary, on or before the 15th day of December, in each year.

10th. No applicant to allow any logs, timber, &c., to be removed, until all the conditions are complied with.

11th. Fraud and deception, practised by an applicant under this act, will result in loss both of property and labor done, if any.

12th. No person shall be entitled to a grant, unless he prove to the Government, within five years, that he has paid the purchase money and commission, and that he has resided upon the lot approved of to him for the last twelve months, and that he has cultivated not less than ten acres of the said land.

13th. The Government claim the right to sell logs and timber on all lots thus applied for, to the value of £10, until the first day of May next following such survey and improvements.

14th. All petitions heretofore approved under the Labor Act, 12 V., C. 4, are subject to the regulations, of which the foregoing is a synopsis.

(Form of Petition.)

"To His Excellency,

Lieutenant Governor, &c.

The petition of

Humbly sheweth,—

That he resides in this Province; is a British subject; years of age; does not own any land, and has no claim to any land purchased from Government, payable by instalments or by labor; that he is desirous of purchasing a lot of Crown Land containing _____ acres, and situate as follows:

and prays leave to pay for the same by labor; agreeably to the Act 12 Victoria, chap. 4; and he pledges himself to conform in all things to the regulations prescribed by Government for such purchases.

And, as in duty bound, will ever pray.

Land situated.		No. and extent of Lot.	If vacant, &c.	If surveyed, &c.	If improved, &c.
County.	Parish or settlement.				

The following list comprises the officers belonging to the Crown Land Department in 1854 :

In-door Establishment.

THE HONORABLE JAMES BROWN,	Surveyor General.
Robert Gowan,	Accountant.
Andrew Inches,	Chief Draftsman.
Timothy O'Connor, and } Anthony Lockwood, }	Assistant Draftsmen.
George P. Wolhauper,	Assistant Accountant.

Persons holding Deputations from the Surveyor General, arranged by Counties.

The *County of York* contains, in addition to the in-door establishment above named :

	<i>Residence.</i>
*Beverley R. Jewett,	Fredericton.
Jacob B. Jemett,	Douglas.
*Allan McLean,	St. Mary's.
James Nelson,	Kingsclear.
Michael O'Connor,	Fredericton.
Thomas Ramsay,	St. Mary's.
Robert Waugh,	Stanley.
Alexander Sibald,	Fredericton.
John Grant,	Do.
*James MacLaughlan,	Kingsclear.
John Wilkinson,	Fredericton.

County of Sunbury.

Stephen Burpee,	Sheffield.
C. L. Hathaway,	Maugerville.

Queen's.

*John Colling,	Gagetown.
James Kerr,	Petersville.
Samuel Mahood,	

King's.

*oNelson Arnold,	Sussex Vale.
*oAlexander Burnett,	Springfield.
*oSamuel Fairweather,	Belleisle.

Saint John.

Thomas O. Kelohar,	City.
William Percival,	Do.
J. C. Godard,	Do.
William Hazen,	Do.
*Jacob Allen,	Indian Town.
*oJoseph B. Whipple,	Carleton.

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	<i>Charlotte.</i>	St. Andrews. Do.
* <i>o</i> William Mahood, C. R. Hathaway,		
	<i>Westmoreland.</i>	Sackville. Bend. Salisbury. Bay Verte. Bend. Sackville.
* <i>o</i> Philip Palmer, John Steadman, * <i>o</i> Samuel S. Wilmot, Alexander Monro, Jonas Cutler, Charles G. Palmer,		
	<i>Albert.</i>	Hopewell.
* <i>o</i> Reuber Stiles,		
	<i>Kent.</i>	Buctouche. Richibucto.
<i>o</i> Robert Douglas, <i>o</i> Peter Mezerall,		
	<i>Northumberland.</i>	Oak Point, Miramichi. Dumfries. Ludlow. Chatham. Nelson.
* <i>o</i> James Davidson, * <i>o</i> John Davidson, * <i>o</i> James L. Price, * <i>o</i> Charles S. Peters, William Parlue,		
	<i>Gloucester.</i>	Bathurst.
* <i>o</i> Matthew Carruthers,		
	<i>Restigouche.</i>	Dalhousie.
* <i>o</i> David Sadler,		
	<i>Carlton.</i>	Woodstock. Do.
* <i>o</i> H. M. Garden, * <i>o</i> John Bedell,		
	<i>Victoria.</i>	
None.		

NOTE.—Those Deputies, to whose names the asterisk (*) is prefixed, are also seizing officers: and those to whose names the (o) is prefixed, are appointed to conduct the sales of Crown Lands in their respective counties.

TABLE, shewing the content in acres which has been granted, estimated or located, by the Crown; and the extent yet remaining vacant, and at the disposal of Government, in each county in New Brunswick:

County.	Acres vacant.	Granted.
Restigouche.	1,269,581	156,979
Gloucester.	704,533	332,902
Northumberland.	1,993,832	986,168
Kent.	640,002	386,398
Westmoreland.	301,000	577,440
Albert.	199,860	233,700
Saint John.	105,573	309,147
Charlotte.	466,115	317,245
Kings.	187,168	662,752
Queens.	447,076	514,204
Sunbury.	405,092	377,078
York.	1,230,686	970,914
Carleton.	234,198	465,802
Victoria.	2,526,400	345,600
Totals.	11,041,031	6,636,329

The above scale of areas is exclusive of water, and is corrected to March 1852, as regards the boundary between Canada and Restigouche, and Victoria counties.

The preceding scale was kindly furnished to the writer by Andrew Inches, Esq., Head Draftsman, Crown Land Office, Fredericton.

It appears, from Dr. Gesner's history of New Brunswick, that the total number of acres granted, up to 1846, was 6,077,960; shewing that there has been an increase in six years of 558,369.

CURRENCY.

There is no part of the machinery of civil government which stands in more urgent need of wholesome laws and regulations than that affecting the circulating medium of the country. In this Province, it is both confused and defective; the legal and changeable values of the various coins and bank bills forming the circulating mediums of these colonies, and the difference in their respective currencies, are objectional on several grounds. First, these discrepancies are productive of great inconveniences, even within the Province. Secondly, there is a total absence of uniformity among the several Provinces; and thirdly, the periodical legislative enactments render the whole system intricate and uncertain.

The difference between *currency* and *sterling* is well known, and, were it uniform throughout British North America, would be easily calculated, and produce little difficulty; but the disagreement existing between the value, or nominal value, of what is made a legal tender in the different Provinces, is certainly very injurious to their commercial interests. It is felt more especially in Nova Scotia and New Brunswick, which have a common boundary, one common interest, and a considerable mutual trade; besides being, like the others, united under one Imperial Head. But the dif-

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ference between their currencies is not so great as that existing between each of them and Prince Edward's Island, distant less than ten miles from New Brunswick. A twenty shilling bank note, issued in either of these Provinces, is worth twenty-four shillings in the Island currency; and other descriptions of money bear a similar ratio.

The bank notes issued in each Colony pass "on the face," that is for their expressed currency value in the Province to which they may respectively belong; though these notes, as well as the various coins, differ in value when offered in payment out of the Province issuing them. The difference is arbitrary; and the paper currency of Nova Scotia will be at a discount in New Brunswick, varying sometimes from three pence to nine pence, and even a shilling, in the pound.

Another inconvenience has arisen to New Brunswick, and has given rise to much confusion, from the Legislature changing the value of various coins, and especially the English shilling, from its former convenient value of fifteen pence, or the quarter dollar, to fourteen pence half-penny. Along the New Brunswick shores of the Bay of Fundy, and on the river St. John, it passes for fourteen pence half-penny; while on the north-east coast it is current, except in the public offices, for fifteen pence, notwithstanding the law.

The legal value of the several coins usually in circulation will be best shewn, as far as relates to this Province, by the following extract from the New Brunswick Act 15 Victoria, chap. LXXXV. :

Be it enacted, by the Lieutenant Governor, Legislative Council and Assembly, as follows :

1. The unit of account in this Province shall be the pound, equal to twenty shillings currency of the present currency, and shall be such that the pound sterling, as represented by the British sovereign, of the weight and fineness now fixed by the law of the United Kingdom of Great Britain and Ireland, shall be equal to, and any such British sovereign shall be legal tender for, one pound four shillings and four pence currency; provided always that all sums of money and accounts may be legally mentioned, described and stated either in dollars, and decimal parts of a dollar, or in the present currency.

2. The eagle of the United States, coined after the first day of July, in the year of our Lord 1834, and before the first day of March, in the year of our Lord 1852, and weighing ten penny weights eighteen grains, troy, shall pass and be a legal tender for two pounds ten shillings currency.

3. The gold coins of Great Britain and Ireland, or of the United States, coined before the day last aforesaid, being multiples or divisions of those hereinbefore mentioned, and of proportionate weight, shall for proportionate sums pass current and be a legal tender to any amount by tale, so long as such coins shall not want more than two grains of the weight hereby assigned to them, respectively, deducting one half-penny currency for each quarter of a grain any such coin shall want of such weight; provided always that, in any one payment above the sum of fifty pounds, the person paying may pay, or the person to receive may insist on receiving the said British gold coins by weight, at the rate of ninety-four shillings and ten pence currency per ounce, troy; and in like manner any sums tendered or to be received in the gold coin of the United States, may be weighed in

bulk as aforesaid, and shall be legal tender at the rate of ninety-three shillings currency per ounce, troy, when offered in sums of not less than fifty pounds currency.

4. Such coins, representing pounds currency, or multiples or divisions of pounds currency, as her Majesty shall see fit to direct to be struck for the purpose, shall, by such names and at such rates as her Majesty shall assign to them, respectively, pass current and be a legal tender in this Province; the standard of fineness of the said coins, when of silver or gold, being the same, respectively, as that now adopted for coins of the United Kingdom; and the intrinsic value of the said coins, when of gold, bearing the same proportion to that of the British sovereign as the sum for which they are respectively to pass current, shall bear to one pound four shillings and four pence of the present currency, or four dollars eighty-six cents and two-thirds of a cent; and the intrinsic value of such coins, when of silver or copper, bearing the same proportion to their nominal or current value which the intrinsic value of British silver or copper coins, respectively, bears to their nominal or current value; provided always that such gold coins shall be a legal tender to any amount by tale, so long as they shall not want more than two grains of the standard weight, to be assigned to them, respectively, by her Majesty, subject to the same deduction for want of weight as is provided by the preceding section with regard to British and American gold coins; and provided, also, that such silver coins shall not be a legal tender to the amount of more than two pounds ten shillings currency, or ten dollars, in any one payment, nor such copper coins to the amount of more than one shilling currency, or twenty cents, in any one payment; provided, farther, that the holder of the notes or obligations of any person or body corporate, to the amount of more than two pounds ten shillings currency, or ten dollars, shall not be bound to receive in such silver coins more than that amount in payment of such notes, if presented at one time, although each or any of such notes be for a less sum.

5. The Lieutenant Governor of this Province, with the advice of the Executive Council, may, by proclamation, extend all the provisions of this Act, having reference to the gold coins of the United States coined before the first day of March, in the year of our Lord 1852, to any gold coins of the said United States coined on or after the first day of March, in the year last aforesaid, of the weight and denominations mentioned or referred to in this Act, which, having been assayed at the Royal mint, shall have been found equal in fineness to the coins mentioned or referred to in this Act.

6. It shall be lawful for the Lieutenant Governor of the Province, with the advice of the said Executive Council, out of any unappropriated monies, to defray the cost of obtaining and importing such quantity of the said coins, respectively, as the said Lieutenant Governor, with the advice aforesaid, shall from time to time think it for the interest of the Province to obtain and import.

7. All British silver coins not herein enumerated, and now in circulation, shall be a legal tender for sums not exceeding two pounds ten shillings, at six shillings and one penny for the crown piece, three shillings and a half-penny for the half-crown, one shilling and two pence half-penny for the fifth part of the crown, and seven pence farthing for the tenth part of the crown; provided always that it shall be lawful for the Lieutenant Governor, by proclamation in the Royal Gazette, to stop the circulation of the coins in this section mentioned, giving 6 months' notice in such proclamation for that purpose."

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A scale or synopsis of the current value of coins usually in circulation, deduced from the above Act, will be found appended to this article.

Nova Scotia Currency.

By chapter 83 of the Statutes of Nova Scotia, as revised by order of the Legislature of that Province, in the year 1851, it is enacted as follows :

1. The several coins hereafter mentioned shall be legal tenders in discharge of any liability or demand, at the respective rates hereafter declared, viz. :

The gold coin of the United Kingdom called a sovereign, being of full weight, at the rate of one pound sterling, or one pound five shillings currency.

The foreign gold coin called the doubloon, being of not less weight than four hundred and fifteen grains each, containing not less than three hundred and sixty grains of pure gold, at and after the rate of three pounds four shillings sterling, or four pounds currency.

The Peruvian, Mexican, Columbian and old Spanish dollar, being of the full weight of four hundred and sixteen grains, and containing not less than three hundred and seventy-three grains of pure silver, at the rate of four shillings and two pence sterling, or five shillings and two pence half-penny currency.

All British silver coins after the same rate as the sovereign, in the same proportion as such respective coins bear thereto.

And the copper coin legally current in the United Kingdom, and that issued from the treasury of the Province, as penny and half-penny prices currency.

2. No person shall be compelled to receive, at any one time, a greater amount than fifty shillings currency in British silver money, nor more than twelve pence currency in copper money ; and in any payment no account shall be taken of any fractional part remaining due less than one half-penny.

3. The holder of any undertaking or order for the payment of money, which is designed to be and to serve the like purpose of notes or bills of bankers, or for circulating currency, whether payable to a real or fictitious person, or to the bearer thereof, or purporting to be transferable by indorsement or delivery, and whether made payable in gold or silver, or otherwise, may demand the full amount thereof in gold or silver money from the party by whom the same is payable ; and in default of such payment, the party shall pay to such holder interest at the rate of twelve per cent. per annum upon the amount thereof from the day of such demand and refusal.

4. Every such undertaking shall be transferable by delivery only without endorsement or assignment, and every holder of such undertaking may recover the amount therein expressed, as if the same were a promissory note, made absolutely payable in gold or silver money.

5. The holder of any such order or undertaking, being indebted to the person being the maker thereof, may tender the same to such maker in or towards payment of such debt for the full amount therein expressed.

6. Any person issuing as circulating currency any promissory note, bank note or bill for a less sum than five pounds, shall, for every such offence, forfeit ten pounds ; and any person issuing, as circulating currency, any promissory note, bank note or bill, expressed to be payable otherwise than in gold or silver money, shall for every such offence forfeit a like sum.

7. The foregoing provisions shall not extend to treasury notes of this Province, nor to any undertaking or order not designed for circulation as currency, but bona fide, drawn by any person upon his banker or any other person; nor shall they prevent any person indebted in a sum less than five pounds from making to his creditor a promissory note or undertaking to pay such sum."

Scale or synopsis of the currency of the Lower Provinces, deduced from the foregoing Acts and the Prince Edward Island Statutes, 12 Victoria, chap. 24.

Denomination.	Sterling.	New Brunswick.	Nova Scotia.	P. E. Island.
Sovereign,	£1 0 0	£1 4 4	£1 5 0	£1 10 0
Half Sovereign,	0 10 0	0 12 2	0 12 6	0 15 0
American Eagle,		2 10 0		3 0 0
Doubleon, in the ratio of } the Sovereign, }	3 4 0	3 17 0 $\frac{1}{2}$	4 0 0	4 16 0
Crown,	0 5 0	0 6 1	0 6 3	0 7 6
Half Crown,	0 2 3	0 3 0 $\frac{1}{2}$	0 3 1 $\frac{1}{2}$	0 3 9
Fifth part of a Crown or } Shilling, }	0 1 0	0 1 2 $\frac{1}{2}$	0 1 3	0 1 6
Tenth do. do.,	0 0 6	0 0 7 $\frac{1}{2}$	0 0 7 $\frac{1}{2}$	0 0 9
Spanish or Mexican, &c., } Dollar, }	0 4 2	0 5 0	0 5 2 $\frac{1}{2}$	0 6 3
Half Dollar,	0 2 1	0 2 6	0 2 6	0 3 0
Quarter do.,				0 1 6
Five Franc piece,				0 5 6

To bring Nova Scotia or New Brunswick currency to that of Prince Edward Island, multiply by six, and divide by five, and vice versa.

The lawful interest paid for the use of money in all these Provinces is six per cent. per annum.

BANKS.

Central Bank of New Brunswick, at Fredericton. Capital £35,000, with power to increase to £50,000. This Bank has two agencies—one at Woodstock, in Carleton county, and one at the Bend, in the county of Westmoreland.

Commercial Bank of New Brunswick is established at Saint John, and incorporated by Royal charter, having a capital of £150,000, with power to increase to £300,000. It has agencies at Miramichi and at Woodstock.

Bank of New Brunswick, at Saint John, has a capital of £100,000.

Charlotte County Bank is situate in St. Andrews, with a capital of £15,000.

St. Stephen's Bank, in Charlotte county, has a capital of £25,000.

Bank of British North America is established in London, with a capital of £1,000,000 sterling, with power of increase. It has branches at St. John and Fredericton, as well as at Halifax, Quebec, and all the principal cities of British North America.

Westmoreland Bank is situate at the Bend, with a capital of £20,000. This Bank has an agency at Sackville.

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Savings Banks.

St. John Savings Bank is in a very prosperous state; it is conducted on the cheapest and most efficient principle.

The St. Andrew's Savings Bank,
Miramichi Savings Bank, and

The Shediac Savings Bank, are all in a prosperous condition, and are found to be of great accommodation in their respective localities.

The principal Insurance Companies in the Province are the *Central Fire Insurance Company, Marine Insurance Company, Globe Assurance Company,* and *South Bay Boom Company.* Besides these, many of the London Companies have established agencies, especially for life assurance.

There is always an American Consul resident at St. John, and Vice Consuls at St. Andrews and Miramichi.

NOTE.—The various Savings Banks established in the different parts of the Province above referred to, are empowered by law to receive depositions from any one person to the amount of £50 currency, and allow interest at the rate of five per cent. per annum. The Provincial Treasurer is authorised to receive the moneys deposited in the Banks, and allow six per cent. interest. The expenses of these institutions are defrayed by the difference of one per cent.

CLIMATE.

There are a variety of influences upon which the climate of a country depends. It is said that a flat country, even in the same latitude, is warmer than a high mountainous district; and if the prevailing winds, in any particular region of the northern hemisphere, be from the southwest, an additional degree of warmth is imparted to the atmosphere.

New Brunswick possesses these advantages in a high degree, being a remarkably level country, situate nearly in the middle of the temperate zone; the prevailing summer winds being from the southwest, and its position being on the eastern side of the North American continent. All these local circumstances conduce to the heat of its summers, and in some measure, also, to the frigidity of its winters. With respect to the winter, however, experience has proved that where the forest has been removed to any extent, and as the clearing proceeds, its excessive severity has been much mollified.

From a number of observations made at different times, and in various parts of the Province, the extremes and mean of temperature are nearly as follows:

Extreme of cold, (below zero)	24 °	}	Fahrenheit's thermometer.
Extreme of heat in the shade,	96		
Mean temperature of the year,	44		

Perhaps, from this scale, a stranger to the operations and effect of the climate of the Province would be led to believe it injurious to health and destructive to vegetation, and if it were not for the gradual change of the seasons, such would probably be the result. In point of fact, however, the climate of New Brunswick, in common with that of the contiguous Provinces of Canada and Nova Scotia, and the adjacent Island of Prince Edward, is now considered to be more salubrious than any other part of the

continent of America. All these Provinces are generally free from endemic diseases. Those prevailing in Southern States and West Indies, and even as far north as Boston and New York, are unknown in New Brunswick, and her inhabitants generally enjoy excellent health, with the exception of epidemical diseases which are sometimes introduced by emigrants from other countries, and which the promptness and efficiency of the boards of health cannot always exclude. During the last year, New Brunswick has perhaps somewhat anomalously suffered from that scourge with which the Almighty has been pleased to visit most of the nations of the earth, the cholera. Without enquiring whether local causes might not have added to the virulence of the disease, it is somewhat consolatory to reflect that even the most healthy countries in the world have not escaped its ravages, and that it may lead to precautions which may prevent, or at all events, mitigate its recurrence.

The following quotations will show the high opinion entertained of the salubrity of New Brunswick, by those who have given the best attention to the subject :

"Under a general view, the climate of New Brunswick is decidedly healthy, and there is no disease peculiar to the country."—*Dr. Gesner on New Brunswick*, page 230.

"We feel grateful to Divine Providence that New Brunswick has escaped the visitation of those diseases to which other parts of this continent have been subject ; a gratifying proof of the salubrity of our climate."—*Address of the House of Assembly in answer to his Excellency's Speech in 1854.*

The climate of the Province is also thus favorably spoken of by John McGregor, Esq., in his second volume on British America, page 5 :

"Generally speaking, the climate may be considered at least equally healthy as that of England."

Professor Johnston, in his report so often referred to, makes the following observations :

"The subject of general climate is a wide one, but the relations of climate to agriculture, in an economical sense, admit of a comparatively limited discussion.

"Two things, in regard to the climate of New Brunswick, I feel myself compelled, by all the evidence I have collected, unreservedly to admit.

"1st. That it is an exceedingly healthy climate. Every medical man I have met in the Province, I believe, without exception, and almost every other person I have conversed with, assure me of this ; and the healthy looks and the numerous families of the natives of all classes confirm these assurances.

"2ndly. That it does not prevent the soil from producing crops which, other things being equal, are not inferior, either in quantity or in quality, to those of average soils in England ; while the tables of produce introduced into a previous chapter shews that, according to our present knowledge, it permits the soil of New Brunswick to yield crops which exceed the present averages of Upper Canada, and of the States of New York and Ohio."—*Page 98.*

The great agricultural capabilities of New Brunswick and its climate, and their fitness for settlement and cultivation, are briefly set forth in the official report of the commissioner sent out by Great Britain to explore the line of railway from Halifax to Quebec. They express themselves on this subject in the following terms :

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"Of the climate, soil and capabilities of New Brunswick, it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered. An inspection of the map will show that there is scarcely a portion of it without its streams, from the running brook up to the navigable river. Two thirds of its boundary are washed by the sea; the remainder is embraced by the large rivers—the St. John and the Restigouche. The beauty and richness of scenery of this latter river, and its branches, are rarely surpassed by anything on this continent. The lakes of New Brunswick are numerous and most beautiful; its surface is undulating—hill and vale—varying up to mountain and valley. It is everywhere, except a few peaks of the highest mountains, covered with a dense forest of the finest growth.

"The country can everywhere be penetrated by its streams. In some parts of the interior, by a portage of some three or four miles only, a canoe can float away either in the Bay Chaleur or the Gulf of St. Lawrence, or down to St. John and the Bay of Fundy. Its agricultural capabilities and climate are described by Bouchette, Martin and others. The country is by them—and most deservedly so—highly praised.

"For any great plan of emigration or colonization, there is not another British colony which presents such a favorable field for the trial as New Brunswick.

"On the surface is an abundant stock of the finest timber, which in the markets of England realizes large sums annually, and affords an unlimited supply of fuel to the settlers. If the forests should ever become exhausted, there are the coal fields underneath.

"The rivers, lakes and sea coasts abound with fish. Along the Bay of Chaleur it is so abundant that the land smells with it. It is used as a manure; and, while the olfactory senses of the traveller are offended by it on the land, he sees out at sea innumerable shoals darkening the surface of the water."

This description of New Brunswick is given by two very intelligent officers of the Royal Engineers, who thoroughly traversed the Province during all the variations of its climate. Their opinion of the country, therefore, is founded on actual experience, and must be of incalculable import to those desirous of emigrating.

In further reference to the character of our climate, we cannot adduce stronger testimony than that of Dr. Waddell, the philanthropic and highly qualified superintendent of the Lunatic Asylum, who, in his report of that institution to the Legislature, January 31, 1853, says:—"The combination of elements to procure a large increase in mental disease does not exist in the Province. Educationally, it is improved and improving; politically, it is tranquil; commercially, it is prosperous and steady; agriculturally, it never till now attained so high a position, and laborers in every department are profitably employed; and, as regards climate, none is more healthful."

The depth of snow that usually falls in this Province is much varied. During some winters it averages three feet over the Province; at other times there will not be more than eighteen inches fall in the southern, while there will be four feet or more in its most northern section; and this has been assigned as one reason of the superior productiveness of the latter over the former section of the Province. It is not unfrequent, especially towards the south, to see winters pass away without snow enough falling to afford six weeks' sledding. We seldom fail to have what is known here as

"a January thaw," which frequently deprives the snow-clad hills of their covering. The snow that falls in this country is not more than half the weight of that which falls in England; while nine inches of snow in that country afford, on an average, one inch of water, it takes seventeen inches in this Province to produce the same quantity.

Another most important consideration falling under the head of "climate," is its effect upon the agriculture of the Province. The following divisions present nearly an outline of the manner in which the farmers of New Brunswick are employed during the different periods of the year :

December } These may be considered the winter months, in which the
January } principal out-door operations on the farm generally cease.
February } During this period the land undergoes a thorough pulverization
March } by frost, equal to one ploughing. Farmers employ themselves
in felling timber on new farms, and in preparing land for burning in the
spring to receive a crop, procuring fencing materials and houseing of fuel,
threshing, marketing produce, &c. ; and as the winter evenings are long,
social visits are made amongst each other, when the doings of the year are
reviewed.

April } These months may be said to include seed time ; wheat, oats, bar-
May } ley, spring rye, Indian corn, turnips and carrots are sown, and po-
tatoes planted, during this period.

June } This is the great season for growth, although hay-making, and
July } the harvesting of wheat, barley and oats, frequently commence ;
August } the latter often about the 20th August.

September } During this period harvesting is completed, and autumn
October } ploughing performed ; cattle continue grazing from the 15th
November } May to the 20th November, after which time they have to be
housed.

"As to the way in which it" (the winter in this Province) "interferes with the farmers' operations," Professor Johnston received 62 answers from persons residing in different parts of the Province, from which it appears that the earliest sowing in the Province was "on the 17th March" ; the "latest ploughing in the Province" on the 1st December. "Longest summer from these data, eight months and fourteen days."

"2nd. Latest early sowing, 15th May.

Earliest late ploughing, 1st November.

Shortest summer from these data, five months and fifteen days.

"3rd Mean length of the summer from these two results, six months and twenty two days."

Notwithstanding the conclusion thus arrived at by the Professor, the average length of time which the New Brunswick farmer can devote to out-door operations is not less than seven months. The average duration of summer being seven months, we may call the average period of the growth of crops three months and twenty days, leaving to the farmer three months and ten days in which to perform his spring and autumn ploughing and other out door work before seed time and after harvest.

The Professor, after contrasting the period thus afforded the New Brunswick farmer, before and after seed time, for preparing the land for a crop, with that allowed to the Scotch and English farmers, proceeds as follows :

"The number of days during which rain impedes the operations of the

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British farmer is notoriously very great. In some counties, which possess soils of a peculiarly tenacious character, it brings another evil in addition to that which attends the New Brunswick winter. It not only shortens the period during which the work of preparing the land can be done, but it also makes it heavier or more difficult to do. Thus the farmer's expenses in Great Britain are considerably increased by the precarious nature of the climate he lives in.

"But in New Brunswick the climate is more steady and equable. Rains do not so constantly fall, and when they do descend, the soils in most parts of the Province are so porous as readily to allow them to pass through. Thus the out-door operations of the farmer are less impeded by rain, and the disposable time he possesses, compared with that of the British farmer, is really not to be measured by the number of days at the disposal of each."

The average number of stormy days during the year in this Province has been found to be about ninety-six; less than the usual average in Great Britain, and in many parts of the United States.

The action of the frost, which penetrates the ground to a considerable depth, leaves the land in a pulverized and decomposed state, and is considered to save the farmer one ploughing; and whenever the ground has been thus thoroughly pulverized by frost and well covered with snow, good crops are sure to follow.

The injurious results arising to grass lands from the exposure of the roots to frost when the ground is bare of snow, may be completely obviated by a proper system of drainage.

Time of sowing and harvesting the different kinds of Grain and Roots in the different parts of the Province.

	Sowing.	Reaping.	Average period of growth.	Pounds weight per bushel.	Average weight per bushel.	Value in New Brunswick Currency.
Wheat,	April 25 to May 15.	August 20 to Sept. 1.	3 months, 10 days.	58 lbs. to 67 lbs.	60 lbs.	5s. to 7s.
Barley,	May 20 to June 10.	Do. 15 to do. 1.	3 do.	48 to 55½.	50	3s. 6d. to 4s. 6d.
Oats,	April 20 to June 1.	Do. 15 to do. 5.	3 do.,	35 to 57.	38	1s. 9d. to 2s. 9d
Spring Rye,	May 1st to 20th.	Do. 20 to do. 10.	3 do.,	50 to 60.	56	4s. to 5s.
Buckwheat,	June 1st to 25th.	September 10 to 25th.	3 do.,	47 to 55.	50	3s. 6d. to 4s. 6d.
Indian Corn,	May 15 to June 1.	Do. 10 to Oct. 1.	4 do.,	57 to 63.	60	3s. 6d. to 4s. 6d.
		Pulling.				
Turnips,	June 1 to July 1.	October 15 to Nov. 10.	4 do.,	10 do.	56	1s. 6d. to 2s.
Carrots,	May 10 to 25th.	October 20 to Nov. 5.	5 do.		56	2s. to 2s. 6d.
Mangold Wurzel	Do.	Do.	Do.			2s. to 2s. 6d.
Timothy Seed,			3 do.,	15 do.	40	17s. 6d. to 25s.
	Planting.	Digging.				
Potatoes,	May 10 to June 20.	September 10 to Oct. 20.	4 do.,	10 do.	56	1s. 9d. to 2s. 6d.

^oThe extreme weights, per Winchester bushel, were taken from the Report of the Provincial Exhibition, held at Fredericton in 1852.

^aThe scale of average weights is that established by law in New Brunswick, by 16 Vict., c. XXX, entitled "An Act regulating weights and measures in this Province."

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The principal Agricultural and Horticultural productions of New Brunswick are as follows:

Wheat,	Carrots,
Oats,	Beets,
Barley,	Parsnips,
Buckwheat,	Mangold Wurtzel,
Rye,	Cucumbers,
Indian Corn,	Apples,
Hay,	Pears,
Flax,	Cherries,
Potatoes,	Plums,
Beans,	Currants,
Peas,	Hemp,
Turnips,	Cabbages, Cauliflowers,

And all the other usual garden vegetables.

It may be interesting to some of our readers to be furnished with a list of some of the Shrubs and Herbaceous plants which have been noticed in our woods, but which are not of much known utility. It is by no means given as a complete botanical flora of New Brunswick, but more as a sort of nucleus for any future botanist to add to and complete.

Indigenous—Shrubs, &c.

The Elder—a soft stemmed shrub, producing berries, and said to possess medicinal qualities.	Wild raspberry and bramble or black-berry.
Maple bush.	Lamb bell (<i>Rhodora Canadensis.</i>)
Hobble bush.	Labrador Tea.
High-bush Cranberry.	May-flower.
Cherries.	Azalla (vase)
Sumach.	Holly (not the English holly.)
Plums.	Blueberry.
Honeysuckle.	Dogrose.
Wild currant and gooseberry.	Andromeda.
Kalmia (Laurel.)	Hard hash.
	Bass Wood.

Herbaceous Plants.

False wake Robin,	Spice root.
Solomon's Seal,	Gold thread.
Bell Wort,	Blood root.
Flag root,	Dog tooth violet.
Chocolate Root.	Sedge.
Lilly of the valley,	Rush.
Hellebore (cow bull,)	Leichen of various species.
Cow Cabbage,	Moss do., some very beautiful.
Yellow weed, crow foot,	Club moss.
Indian cup,	Fern.
Violet,	Gooseberries.
Buck bean.	Tea berries.
White Weed, bull's eye.	Sphagnum.
Winter Green.	Cotton weed.
Wood sorrel.	Currants.

Bristly aralia.
 Sarsaparilla.
 All heal.
 Fire weed, willow herb.
 Life everlasting.
 Meadowane.
 Cranberries.
 Strawberries.
 Indian hemp.
 Boneset.
 Twin flower.

Snake Root.
 Pink.
 Snake mouth.
 Ladies' slipper.
 Golden rod.
 Yellow water lilly.
 Pigeon berry.
 Huckle-berry.
 Butter-nuts.
 Hazel-nuts.

NOTE.—Many of the above are taken from Sir James Alexander's *L'Acadie*.

AGRICULTURAL CAPABILITIES OF NEW BRUNSWICK.

New Brunswick consists of a great variety of soils; the principal of which are the gray, red and pale colored sand stones, which crumble readily, and clay and alluvium deposits; extensive ranges of these deposits are every where to be found, and they constitute some of the best land for hay and oats, while those of the gray sand stone formation are lighter, and better calculated for the growth of potatoes, and the several kinds of grain produced in the Province.

Farming in this Province is carried on, with some few honorable exceptions, in a most slovenly and unscientific manner; and when we contrast the number of persons who are comfortably sustained by this pursuit and the quantities of agricultural produce raised, with the system, or rather the absence of any system, applied to the raising it, we must be struck with astonishment at the capability of the soil and the geniality of the climate, which produce, with so little scientific labor such large quantities of food for the sustentation both of man and beast.

The Province has been estimated to contain, of first rate soil, called No. 1, by Professor Johnston:—

	<i>Acres.</i>
About	*50,000
Of second rate or No. 2	1,130,000
And of No. 3	12,181,000
	<hr/>
Total of land fit for settlement	13,361,000
Amount of improved land	660,000
	<hr/>
Land still unimproved	12,701,000
A part of this land has been granted, but still remains unimproved:	
	<i>Acres.</i>
Total quantity of land in the Province	20,000,000
“ “ fit for settlement	13,361,000
	<hr/>
	6,639,000

(NOTE.)—*The Professor's estimate as to this item must be much underrated; there appears to be this quantity of marsh of the first quality on the New Brunswick side of the Bay of Fundy alone, exclusive of the interval on the river St. John and other parts of the Province.

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According to these estimates, there will be 6,639,000 acres, consisting of lakes, rivers, bays, and barren lands unfit for cultivation; and this is a near approximation to the truth.

It is not merely the large quantity of fertile land still open to the settler, that constitutes the great superiority of the Province for agricultural pursuits; but the great variety of grain and vegetables it is capable of producing; the rapidity with which they come to maturity, the excellence of their quality, and the various soils adapted for compost making, are all of them important considerations; nor must we omit the salubrity of the climate. All these advantages are fully indicated by the ease and comfort generally enjoyed by the population, more especially by that portion engaged in farming.

If the coal mines of this Province, the extent and quality of which are as yet but partially known, should be found to equal in production the sanguine anticipations of Dr. Gesner, and thus furnish ample supplies of fuel, the agricultural capabilities of the Province would sustain a population of nearly six millions, besides a due proportion of cattle, sheep, horses and pigs; but if a large proportion of the best lands, which generally produce the best timber, should have to be reserved for the production of fuel for domestic purposes, the population must be proportionably less. However, this is looking into the distant future, for the timber producing qualities of the Province appear to be almost inexhaustible, considering that there are not less than 16,000,000 acres covered with a dense forest.

If we compare the agricultural improvements and the population of this Province with those of the small island of Prince Edward, we shall find it much to our disadvantage. That colony does not contain as great an area as either of the counties of York, Victoria or Northumberland — not more than one thirteenth of the area of New Brunswick, yet it supports a larger population in proportion to its extent, and exports a considerable quantity of grain. This Province contains nearly three acres and a quarter of cleared land to each inhabitant, and Nova Scotia about three acres; while the Island possesses three acres and a half. Small as this difference may appear, it would, if New Brunswick, contained as much, make an aggregate of 50,000 acres, and if the population bore the same proportion to its area as that of the Island, it would amount to 815,000. Hence it arises that the two continental Provinces, for want of due attention to the cultivation of their soil annually import breadstuffs, instead of exporting like their still poorly cultivated insular neighbour.

Nova Scotia, with nearly one third more population appear not to have advanced in agricultural pursuits proportionately with this province. This is not owing to any inferiority in her soil or climate, but probably to her having paid greater attention to ship-building and the fisheries; both of which, but especially the latter, have till within these few years, been much neglected in New Brunswick.

New Brunswick, in the growth of wheat, is not, perhaps to be compared with some of the far famed grain growing States of the American Union, or with some parts of Canada, but it is only for want of a more systematic attention to agriculture, that it does not produce its own bread. Still even in the growth of wheat the Province far exceeds several of the New England States, and others, in the production of barley, oats, buckwheat, potatoes, butter and hay, as will be seen by the following tabular statement:

TABULAR STATEMENT, comparing the Agricultural produce of New Brunswick, in 1851, with that of other places on this Continent.

Province or State.	Bushels Wheat.	Bush. Barley.	Bushels Oats.	Bushels Buckwheat.	Bush. Potatoes.	Pounds Butter.	Tons Hay.
N. BRUNSWICK,	206,635	74,300	1,411,164	689,004	2,792,394	3,050,939	225,093
<i>Nova Scotia,</i>	297,157	196,097	1,384,437	170,301	1,986,789	3,613,890	287,837
New Hampshire,	185,658	70,256	972,381	65,265			
Vermont,		42,150		1,245	651,029	1,066,624	73,353
Rhode Island,	49	18,875	215,232				
Connecticut,	41,726	19,099	1,258,738				
New Jersey,		6,492					
Delaware,		56	60,451	8,615	240,542	1,634,867	30,159
District of Columbia,	17,370	75	8,134	378	28,292	14,869	1,974
Virginia,		25,437					
North Carolina,		2,735	16,704	16,704	620,318	1,977,955	145,180
South Carolina,		4,583	283	283	136,494		25,427
Georgia,		11,501			227,379	375,853	23,497
Florida,	1,027		66,586	55	7,838		2,690
Alabama,	294,040	3,958		348	246,001		31,801
Mississippi,	137,990	229		1,121	261,482		12,517
Texas,	41,198	4,776	178,883	59	93,548	2,319,574	8,397
Tennessee,		2,737					
Kentucky,		95,433		16,097	1,492,487		115,296
Missouri,		9,631		23,641	939,006		116,284
Illinois,		110,795					
Ohio,							

Michigan,		75,249		79,878	1,402,077	887,816	373
Wisconsin,	211,943		65,146		91,326	211,734	2,638
Oregon,	17,393				9,292	705	

It will be seen that New Brunswick exceeds in
Wheat, 14 out of the 18 wheat growing States named in the table :
Barley, 24 out of 30 barley do.

Oats, }
Buckwheat, } The whole of those named.
Potatoes, }
Butter, } All except Nova Scotia.
Hay, }

In the growth of potatoes, hay and oats, indeed, no State in the American Union can enter a field of competition with this Province, in either weight, quality or quantity. Potatoes and oats find a ready sale in the markets of the States, and now that the fiscal restrictions between these countries are removed, a profitable trade will add a fresh stimulus to the agriculturists of New Brunswick.

Under the head of *climate* will be found a tabular statement of the average times of sowing and reaping, planting and digging, the different kinds of grain and other products, as well as their average period of growth,—the maximum, minimum and average weights per bushel; their average market prices, and indigenous plants. We shall not, therefore, repeat these particulars, but proceed to give some other tables which may be found useful.

Average produce per Imperial acre.

	Bushels in			
	New York.	Ohio.	Canada West.	N. Brunswick.
Wheat,	14	15 $\frac{1}{4}$	12 $\frac{3}{4}$	19
Barley,	16	24	17 $\frac{1}{2}$	28
Oats,	26	33 $\frac{3}{4}$	24 $\frac{3}{4}$	34
Buckwheat,	14	20 $\frac{1}{4}$	16 $\frac{1}{4}$	33 $\frac{1}{2}$
Rye,	9 $\frac{1}{2}$	16 $\frac{3}{4}$	11 $\frac{1}{2}$	17
Maize,	25	41 $\frac{1}{4}$	21 $\frac{3}{4}$	41
Potatoes,	90	69	84	226
Turnips,	88			456
Hay,	1 $\frac{3}{4}$ tons.	1 $\frac{3}{4}$ tons.		1 $\frac{3}{4}$ tons.

The above table presents a comparative view, taken from Professor Johnston and other sources, of the average number of bushels to the imperial acre raised in New York, Ohio, Canada West, and New Brunswick. It will be observed that this Province outstrips all these places in growing the several articles above mentioned, especially in the production of potatoes and turnips, both of which are of the best quality.

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Average of Butter and Cheese, and price per lb., for the whole Province.

	1 cow—per week.	For the season.	Price per lb.	Average.
Butter,	5½ lbs.	89½ lbs.	9½d. to 1s.	10d.
Cheese,	11 "	140 "	5d. to 8d.	5½d.

Average prices of Beef, Mutton and Pork.

Beef,	2½d. to 5d.	4d. } Averages.
Mutton,	2d. to 4d.	3d. }
Pork,	3d. to 6d.	4½d. }

Average prices of Flour, per barrel.

Superfine Wheat. 34s.	Rye Flour. 20s.	Corn Meal. 21s.	Oatmeal, per 112 lbs. 14s.
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Price of Hay, per ton.

English hay,	From 40s. to 50s.	45s. } Averages.
Marsh hay or broad leaf,	" 20s. to 25s.	22s. 6d. }

The following statistical summary is extracted from the census of 1851 :

Acres of cleared land,	643,954
Persons engaged in agriculture,	18,601
Tons of hay,	225,093
Wheat, bushels,	206,635
Indian Corn, do.,	62,225
Barley, do.,	74,300
Buckwheat, do.,	689,004
Oats, do.,	1,411,164
Beans and peas, do.,	42,663
Potatoes, do.,	2,792,394
Turnips, do.,	539,803
Other root crops, do.,	47,880
Neat cattle, No.,	106,263
Cows,	50,955
Butter, pounds,	3,050,939
Horses,	22,044
Sheep,	168,038
Swine,	47,932
Cloth, yards,	622,237

Maple sugar, pounds,	350,957
Handlooms,	5,475
Saw and grist mills,	845
The gross value of the agricultural products contained in the foregoing summary, exclusive of farm stock, amounts to	£1,550,000
And at the present ratio of progression, the value of the same products in 1854 will be	£2,000,000

The several comparative and other statements, we have laid before our readers, will show to what an extent agriculture may be carried in this Province, where vast tracts of wilderness land yet remain untrodden by the foot of man; where thousands of families from the over-populated districts of the mother country might, in place of remaining in poverty and wretchedness, locate themselves, with every reasonable prospect of raising abundance of food, and of being otherwise rendered happy and comfortable.

Professor Johnston, after comparing the weight, quality and quantity of New Brunswick grown grain, potatoes, turnips and hay, with those produced in Genesee, Ontario and Niagara, in the State of New York, and in Ohio and Canada, proceeds as follows (page 77) :

“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 exceed New York in productiveness, it ought also to exceed all the States of New England.

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

“At all events, there appears to me to be sufficient reason, until more satisfactory information is obtained, for the agricultural population of New Brunswick to remain contented with the capabilities of the soil they possess, and to give themselves up strenuously to the developement of its latent resources, rather than to forsake it for other parts of Northern or Western America, which appear incapable of yielding larger crops than they can easily reap at home.”

The Professor arrived in this Province at a period when the commerce of the country lay prostrate; colonial ships low in the market; wheat much injured by insects; potatoes, of which large quantities were raised, almost entirely destroyed; hence murmuring arose, and many did move to “Northern and Western America,” as well as to other places. The chief part of them have since returned, satisfied by experience that, in leaving New Brunswick, they had exchanged, in many instances, a healthy for an unhealthy climate; that the trade of other nations was also paralyzed and depressed; and that the blight had extended its electric ravages over the potatoes of other countries as well as those of the Province they had temporarily abandoned. It would be almost impossible now to persuade those who have experienced the vicissitudes of migration, to underrate their native Province, or to say that its inhabitants labor harder than those of other countries. On the contrary, all testify that the people of New Brunswick know nothing of hard work, compared with those of the American Union,

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in many parts of which the intermission between the periods for performing labor is very short, while the work is extremely hard—and that under an intensity of heat, which is found injurious to health, and in many instances destructive to life.

The effects of frost on the soil of this Province are no drawback to the farming operations of the country in general. The only bad results known to follow, arise from the alternate frosts and thaws which sometimes take place during the winter season, and which *winter-kill* (as it is termed) the grass on heavy and wet soils. These, however, are only incidental and occasional, and the injury can in a great measure be prevented or lessened by proper drainage and spring rolling. The influence of the winter on raising live stock depends on the quality as well as the quantity of food administered, as well as on the housing. If cattle are well fed, and kept in warm barns, no injurious effects are known to follow. Warm housing diminishes proportionably to the quantity of food otherwise required. To these particulars the New Brunswick farmer, if he wishes to do justice to himself and to the Province, should give additional attention.

Professor Johnston has not lost sight of these points in the able report from which we have so largely quoted. After receiving the opinions of thirty-two of the practical farmers of the Province, to whom he addressed circulars touching these and other subjects connected with its agriculture, he says, with regard to the effects of frost on ploughed land:—"Its effects on ploughed land are favorable." His conclusion, derived from the opinions of twenty-two farmers, as to the operation of frost on grass lands, although some of these opinions are conflicting, is:—"Its effects on grass lands are often unfavorable." As to the effect of the winter on stock, he received the opinion of thirty practical farmers, the principal part of which go to shew the necessity of good feeding and warm houses. In concluding this part of the subject, (page 128) he says:

"The substance of the reasonable results, to which this review of the relations of the New Brunswick climate to the operations and profits of the farmer leads, may be expressed in this summary:

"1st. That the length of the winter limits very much the period for out-door operations; but that it also opens and makes friable the soil to such a degree, that the same labor of horse or man expended upon it goes much farther than in the mother country; and that the number of dry working days is also greater in proportion than it is in Great Britain and Ireland. That the rapidity with which crops come to maturity, leaves a considerable period for ploughing and other out-door work, both before the seed is sown and after the crops are reaped; and that by diligent attention and method, and by the use of animals which have quick step, and of workmen who know the value of time, much more land might be kept in arable culture, with the same force, than is now done.

"2nd. That though a large provision of winter food is required to maintain the stock during so many months, yet, that by the saving of manure upon farms of all kinds, even the newest, applying it to the grass land in spring, and by the more extended cultivation of green crops, this food may be raised more easily than heretofore, and from a much smaller proportion of the cleared land of the farm. From this would be derived also the incidental advantage, that a better feeding of the stock and the production of more manure would insure the production of better beef and mutton, of a greater weight of butter and cheese, and of heavier harvests of grain.

"3rd. That although to many it appears difficult to find profitable employment in winter for the members of the farmer's family, or for his paid servants, yet that more profit than is generally supposed may be derived from labor expended in the collection and saving of manure, in the preparation of composts, and in the proper tending of cattle, especially in the proper adjustment in time, kind, quantity and mode of preparation of the food with which they are fed. The dressing of fleece, hemp and wool are also means of winter employment, one or other of which in most districts may be made profitably available.

This summary of the question ought to be satisfactory at least to the New Brunswick farmer."

Employment of Labor. There are numerous branches of employment to which the attention of the farmer's household may be profitably directed during the winter season, the principal of which we will enumerate :

The feeding and taking care of his live stock, and the various ways of preparing their food, should occupy a large portion of his attention.

Threshing and milling his grain.

To some extent, the collection and preparation of composts.

Dressing of flax, hemp and wool.

Marketing produce.

Collecting of firewood, and chopping, splitting and housing it for summer and autumn use.

Procuring fencing materials.

The winter is the best season for making what is sometimes called—"war upon the wilderness." This is done by first chopping all the undergrowth and fallen timber, the latter being cut into logs of ten or twelve feet in length; the standing timber is then felled and served in a similar manner. It may be observed that the larger the timber, the shorter the logs require to be chopt, as the lighter the timber is to handle, the more it facilitates the piling, clearing and burning off the rubbish for a spring crop.

It is true that farming and lumbering operations should not generally be united in the same person, inasmuch as the mixing these branches of industry only tends to destroy the application of the maxim that "what is worth doing at all is worth doing well." Still farmers residing in the vicinity of saw mills could often profitably devote a portion of the winter season to the collecting logs, and thus securing a sufficient quantity of lumber for fencing, building and other farming purposes.

Whatever means will lessen labor, and at the same time increase the amount of work done on a farm, must, in an economical point of view, be important to the farming operations of the country. The use of both horses and oxen is required in the proper management of a farm; oxen can be more advantageously employed in ploughing, harrowing, and otherwise preparing new lands incumbered by stones and roots of trees, especially the latter, to which all land in this country recently broken up is subject; while horses, as they have a more quick step, can be employed with more profit in ploughing, harrowing, carting, and performing other operations required on a farm in a more improved state of cultivation.

Recommendations. A better attention to the following recommendations would perhaps much promote the agricultural prosperity of the Province, viz :

Warm barns, and better attention to the feeding stock, both as to quantity and quality.

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Spring rolling, as soon as the frost leaves the ground, especially on meadow land.

Planting trees and shrubs along the boundaries of fields, in order to shelter both the stock and crops from winds and storms.

A better attention to autumn ploughing, and other preparations for the spring crop.

Deeper ploughing, and a better clearing the land from stones, roots of stumps, and weeds.

Better care of liquid and other manures.

Rotation of crops; the present system of successive cropping is exhausting to the soil, and injurious to the quality, as well as quantity of the matter produced.

A more extensive cultivation of green crops.

Not allowing the grain to become too ripe before it is cut.

A better and more varied assortment of agricultural implements.

Attention to the improvement of the breed of stock, especially sheep and swine.

The more extensive use of lime as a manure.

Almost every farm in the Province might be made self-manuring without keeping stock for that purpose. There is hardly any one that does not possess a variety of soils, such as sand, loam, clay and bog or swamp mud, besides other alluvial deposits; on the sea board, which bounds two-thirds of the Province, and on the numerous rivers, there are extensive deposits of marine alluvium, which, if mixed with lime and some of the upland soils, would make the best possible manure. This is a subject which requires the utmost attention.

The introduction of a certain amount of agricultural instruction into the elementary and other schools, and the circulation of works on practical and scientific agriculture among the inhabitants of the Province, would be every way desirable.

All stock, both in spring and autumn, should be kept off the meadow land; the practice of allowing cattle, sheep and swine to pasture on land of this description is very injurious to the ensuing year's crop, and when it is thus fed off in the autumn, the grass roots are exposed to the winter frosts, besides which the land is deprived of an amount of food that would otherwise arise, by leaving the autumn vegetation to rot on the ground.

Experience has proved, and science confirms the fact, that when grain is sown year after year, for a number of successive years, on the same soil, it not only impoverishes the land, but becomes inferior both in quality and quantity; thus it has been found beneficial to change the seed raised in the southern part of the Province for that grown in the northern, and vice versa, both being thus rendered more productive. A more lasting effect would probably follow if a similar exchange could be effected with other parts of this continent, and even with more distant countries; but as almost every farm contains a variety of soils, it is in the power of the farmer to effect a partial exchange from high to low lands, and again reversing the plan in alternate years.

As paid labor may at any time be profitably employed, when skilfully and economically brought to bear on the cultivation of land, and more especially at present, when ship-building, lumbering and railways, and other branches of industry, are making such rapid progress, opening new markets for agricultural produce, every farmer should apply himself with energy to

the introduction of a more extensive and systematic cultivation of the rich soils with which the Province abounds.

In addition to the facilities afforded to the production of grain and roots, it is found that from the great variety of indigenous vegetation produced in the Province, no country on this continent presents so wide and luxuriant a field for summer pasturage. Cattle are turned out in the spring to the woods and wild meadows so frequently met with, where they remain, without cost to their owners, till autumn; by which time they are often fit for the butcher, or at all events in good order for wintering. Strangers to the country may perhaps apprehend some danger to the cattle from the attacks of bears, but the instances of any live stock being destroyed by wild animals are extremely rare, and the settlers even in the wildest districts think it an uncommon occurrence to suffer from their depredations. There is, however, a bounty offered for the destruction of bears, and as the wilderness becomes more cleared, such cases will be still more unfrequent. As to bears attacking man, we have heard only of two or three instances for a great number of years, and those under peculiar circumstances. No fears need therefore be entertained on this subject.

The publication in this, or the adjacent Province of Nova Scotia, of a cheap periodical, devoted chiefly to agriculture, would be of incalculable benefit. It should receive legislative aid from both Provinces; and a model farm connected with the editorship would be very desirable. The officers of the various agricultural societies might become contributors, by supplying all such information as might fall within their reach. Such a periodical, established near the common boundary of these two Provinces, would radiate both east and west, and even to Prince Edward's Island and Canada, and would thus disseminate knowledge on these subjects, which are so essential to the agricultural health of all British North America.

Before dismissing this subject, we may be allowed to make a few observations on an inclination too often evinced to cast a slur on the occupation of the farmer, as if it were something low and dishonorable, thus stamping the most healthy and praiseworthy pursuit with disrespect, because some of those who follow it may be uneducated, and may not avail themselves of the advantages thrown in their way for the education of their children. If we allow gradations in the different callings or employments, that of agriculture ought to stand high, and it cannot be denied that, as a body, the agriculturalists are the most moral and intellectual class of laborers in this Province. Still there is much room for improvement; there is certainly, according to the means generally at command, a great neglect of education; and if farmers are desirous of seeing their business become respected, they must make moral and intellectual education a primary work.

Agriculture, in the aggregate, is now very properly stamped with the appellation of *a science*, and it engages the attention of scientific men of the highest rank. The times of sowing, planting, reaping and digging, the manner of ploughing and harrowing, the composition, mixing and application of manures, the succession of crops, the breed and raising of stock, and numerous other necessary operations of the agriculturists, are no longer matters of chance, but are all regulated by well defined systems and chemical science; so that in all countries where agriculture is carried on in accordance with the important character of the pursuit, these scientific principles are becoming an essential part of a farmer's education.

It would be difficult to name any country whose people possess a greater

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apitude to learn, to imitate, and to execute, than the inhabitants of New Brunswick; and as the institutions and organizations of society promote the exercise of these facilities, all that is required in order to insure success is attention and effort.

And turning to the moral and religious, as well as the intellectual character of the science itself, who, except the astronomer, has better opportunities of learning "wisdom's ways" than the tiller of the soil? What pursuit presents the mind with such varieties of scenery? or what occupation is calculated to afford such an increased intimacy with the composition of the earth, the beauties and progress of germination and vegetation, and the movements in the animal kingdom? Surely the undevout agriculturist, the man who does not learn to lift his eyes from nature to nature's God, must be a madman.

Agricultural Societies have been established in this Province for nearly twenty years, and large amounts have been annually drawn from the Provincial funds in aid of their operations. These societies have so much increased of late, that nearly every county in the Province has one, and some have three or four of these organizations. While it is generally admitted that they are productive of much good, yet it is no less manifest that there is great apathy and want of public spirit on this point. Many are of opinion that each individual farmer can do and does as much for the benefit of this important branch of industry as in his incorporated incapacity. Nothing can be more fallacious than this attempt at argument. Setting aside the advantages of union in the purchase of seeds, &c., and of mutual experience, farmers ought to consider that almost all the improvements hitherto introduced, not only in their stock and feeding, but in the knowledge they themselves may individually have acquired, have been derived either directly or indirectly from such institutions.

The only forcible objections we have yet heard urged against these societies are, that they sometimes appropriate large sums in introducing horses better adapted for the race course than for the plough or for general purposes; and the awarding premiums to a few only of the best stock, to the exclusion of the many. It is contended that the rich only take these premiums, as the poorer portion of the society are not able to compete for them, and if they do make the attempt, it is only by over-feeding part of their stock, to the injury of the remainder. We think that these objections, which are frequently made, are much over-balanced by the examples afforded of improved cultivation, the introduction of seeds and stock, which ultimately find their ways to all, and other benefits, which, directly or indirectly, have been found to result from these societies. Besides, the principles from whence these defects, if defects they are, arise, are not necessary to these organizations; and premiums may be, and generally are, awarded upon many articles of domestic manufacture, in which the poorer members may easily participate; and they may derive their full share of advantage, not only from the new or improved breeds of cattle and the introduction of better systems of cultivation, but from the union of mind with mind, and the collective information that may thus be brought to bear on this first and most honorable pursuit. The details connected with these institutions may be so arranged, and encouragement in every branch be so awarded, as to expend the Provincial allowance to the greatest possible advantage of the country, and to afford to each member an ample return for the almost nominal contribution of five shillings, for which he is called on as the price of

his admission to the society. It should always be remembered that they are intended for the encouragement of the practical farmer, and not of the amateur agriculturalist.

The amount annually appropriated by the Province to agricultural societies, in aid of individual subscriptions, is about £2500. This sum is divided among nearly forty societies, in proportion to the amount subscribed by each. The admission fee was formerly ten shillings annually, but by an act recently passed, a copy of which is given below, the minimum of subscription is only five shillings, or what is in effect the same—there must be sixty members, with a fund of at least fifteen pounds. The result of this reduction will no doubt be to increase the number of members, and thus diffuse more widely the advantages of these institutions. Under the former act, any number of persons could form a society, and this might, no doubt, sometimes give rise to abuses. It is also provided that any county may draw on the public grant to the amount of £200, so that £2000 may be expended from the funds of the Province for the promotion of agriculture.

CAP. XXII.

“An Act for the encouragement of Agriculture—passed 1st May, 1854.

Be it enacted by the Lieutenant Governor, Legislative Council, and Assembly, as follows :

1. Whenever sixty persons or more shall subscribe and pay in sums of not less than five shillings each, to be applied for the improvement of agriculture and domestic manufactures, and shall subscribe the Declaration (A.) in the schedule, and shall cause a copy of the same to be filed in the office of the Provincial Secretary, they shall thereupon become a body corporate by such a name as they shall designate, with all the privileges and obligations incident to corporations by law ; but such privileges shall continue so long only as there are sixty members or more, who shall annually raise and pay, as aforesaid, the sum of fifteen pounds for the improvement of agriculture.

2. The object of such agricultural societies shall be to encourage and promote the introduction of improved stock, seeds, roots, implements, methods of culture, and improvement in farm buildings and domestic manufactories ; to hold shows and exhibitions, and to give premiums for excellence, and to diffuse information concerning agricultural subjects.

3. When an agricultural society shall be so constituted in any county, such society shall be entitled to draw annually from the Provincial Treasury, by warrant in favor of the President of such society, treble the amount of the subscriptions so raised and paid as aforesaid ; but no county society shall be entitled to draw more than one hundred and fifty pounds from the Provincial Treasury in any one year.

4. In counties where more than one agricultural society exists, the Government allowance shall be given on the principle in section three, not exceeding for any county the sum of two hundred pounds in any one year, and the same shall be apportioned among such district societies, in a suitable proportion to the amount of the subscriptions raised and paid by each society for the year for which the bounty shall be claimed, by warrant, in favor of the President of the respective societies ; no parish to have more than one society, and no county to have more than four societies, under the provisions of this chapter.

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5. In the disposal of seeds, stock, implements, or other property imported by any such society, such articles shall not be sold for less than the true costs and charges of the same, unless the same shall be sold at public auction, of which at least ten days' notice shall be previously given by public advertisement, at which all persons present shall have a right to bid and compete, whether members of the society or not.

6. Every agricultural society shall elect such officers and make such bye-laws for their guidance as to them shall seem best, for promoting agriculture, according to the true intent of this chapter. Each society shall file in the office of the Provincial Secretary a copy of its bye-laws.

7. The amount of premiums to be awarded by each society in any one year shall not exceed the amount of the local subscriptions and donations of the society; the allowance for salaries shall not exceed five per cent. of the local subscriptions, donations, and Provincial allowance yearly.

8. It shall be the duty of the treasurer of such society to prepare a detailed statement of the amount of income and expenditure of the society for the year past, which account shall be duly credited and approved by three members of the society, and the same shall be sworn to (B.) by the treasurer.

9. It shall be the duty of each society to transmit to the Provincial Secretary's office, on or before the twenty-fifth day of January in each year, a report of its operations for the past year, together with an estimate of the actual state of the land, crops, implements, stock, culture, and domestic manufactures in the district or county, as nearly in the form (C.) as may be.

10. If any society shall neglect to render its annual account and report, as provided by Section nine, it shall forfeit its claim to the legislative bounty for the year next succeeding.

11. Every agricultural society, by its officers, is hereby authorized to define bounds for pens and yards, and passages to and from the same, for cattle shows and exhibitions, and also for ploughing matches; and no person shall be permitted to infringe on such bounds unless in conformity with the rules of the society, without the sanction of one of the officers of the society present: but no land shall be so occupied without the consent of the owner, nor shall any public highway be so occupied as to obstruct the public use thereof.

12. Any person, after notice thereof, infringing any of the regulations of any such society by entering within the bounds fixed, shall forfeit ten shillings, to be recovered on the complaint of any officer of the society, and applied to the use of the county.

13. All existing agricultural societies, in order to be entitled to the Provincial bounty, must consist of at least sixty members, and raise annually at least fifteen pounds for the encouragement of agriculture, as provided in Section one.

14. The provisions of this act shall extend to all existing agricultural corporations and societies, but shall not interfere with any property or rights conferred upon or acquired by any such corporation or society.

(A.)

We, whose names are hereunto subscribed, agree to form ourselves into a society, under the provisions of the Act of Assembly, entitled "An Act for the encouragement of Agriculture," to be called "The ——— Agri-

cultural Society"; and we severally agree to pay to the treasurer of such society, towards the funds thereof, the sums set opposite to our respective names, as our first year's subscription thereto.

Names of Subscribers.	Sums subscribed.		
A. B.			
C. D.			
E. F.			

(B.)

A. B., Treasurer of the ——— Agricultural Society, maketh oath and saith, that the foregoing or annexed account contains a just and true statement of the income and expenditure of the said society, from the day of _____ last till the _____ day of _____; that the several sums therein specified were actually received and paid by him for the purposes therein set forth, and that the same shews the true state of the funds of the said society at the time the said account was balanced and credited.

Sworn to before me, the _____ day of _____, 1855.

(C.)

Season past—character of.
Soils of district—character of.
Crops of district—principal.
Land cleared during the past season—estimate of.
Rotation of crops in district—usual.
Wheat—usual average produce per acre.
 Average for past season.
 Diseases.
 Remedies suggested.
 Price per bushel.
 Best varieties.

Clover and Timothy Seeds.
Root Crops—Potatoes.
 Turnips.
 Marigolds.

Corn—same as Wheat.
Oats— do. do.
Rye and Barley, Beans and Peas
 —do. do.
Buckwheat, Millet—do. do.
Grass, Hay.

Fruit.
Sugar—Maple.
Honey—Bees.
Breeds of Cattle.
Dairy Products.
Sheep and Wool.
Pigs and Pork.
Horses—breeds.
Poultry—breeds.
Implements and Machinery.
Manures.
Farm Buildings and shelter for stock.
Proposals for improvement or other remarks.

Names of President, Vice President, Secretary, Treasurer, Directors, members, Fairs in year, and list of premiums.

Certified account.

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Provincial grant for year past.	
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It is necessary for all agricultural societies to have rules and regulations, or *bye-laws*, for their guidance; but, as these bye-laws may differ among different societies, it would be difficult to draw up such a code as would probably be adopted by all; we therefore merely lay down a brief outline, the substance of which all societies might with propriety adopt:

1. The name by which the society is to be designated.
2. The number and duties of officers, and how and when to be elected.
3. The times at which meetings are to be held.
4. The kinds of seed and farm stock to be purchased, and how and by whom to be distributed.
5. As to what kinds of stock, and articles of domestic manufactory, are premiums to be awarded.
6. Rules and regulations for competition are also necessary.
7. Rules shewing how the society intends to dispose of its funds, and also rules for order in the government of its meetings.

It will be observed that all agricultural societies, complying with the above Act of Assembly, becomes incorporated, and may sue and be sued, and enjoy all the other privileges of corporate bodies.

ROADS.

The facilities for internal communication have always been esteemed one of the most essential means for developing the resources of a country; and this is strongly exemplified by the effects invariably produced from the opening a new road throughout the Province, in extending settlements and promoting cultivation.

It must be admitted that, in the infancy of every country, expedients precede system; and in no one department of its progress is this more manifest than in the location of its roads. The moral and intellectual advances of the inhabitants of a country are strongly indicated by the state of their means of communication, for if the roads remain stationary, so generally do the people, and vice versa.

In the early settlement of New Brunswick, the first road was along the sandy and muddy sea shore, where most of the first settlements were formed. As population increased, this precarious and uncertain pathway was abandoned, and a road, or rather a track, was constructed along the banks, where the traveller might pass without being delayed by tides and storms. In process of time, the advance of cultivation, and, in many cases, the ravages of fire, destroyed the overhanging trees, whose roots had prevented the encroachments of the sea: the imperfect road gave way to the action of the waves, and it was found necessary to remove it back as the sea advanced. But when settlements became more numerous, and extended further inland, this system of road making, if it deserved the name, was abandoned, and roads were laid out from one place to another, taking almost every man's house in its way, as best suited the convenience of individuals. The mail road from Halifax to Saint John, though it has undergone many

improvements, still presents indications of having been originally formed upon this system of engineering, peculiar to the early settlers of these Provinces; and so general and extensive did it become, before the present more improved system was adopted, that however inconvenient the old lines of road were found, it was difficult and almost impossible to abandon them, more especially taking into account their extent, quality, and the large amount of money expended upon them and the convenience and private interests of the settlers on their sides. Thus the present partial system of straightening and improving roads will have to continue until the old and costly ground work becomes abandoned.

In order to shew that the Colony has not been deficient in the improvement of its roads, according to its means and population, it will be necessary to refer to the state of England and Scotland about eighty years ago, as given us by Dr. Lardner, in his work upon railways. He says:—As recently as 1750, "it is recorded that the carrier between Selkirk and Edinburgh, a distance of thirty-eight miles, required a fortnight for his journey going and returning. In the year 1678, a contract was made to establish a coach for passengers between Edinburgh and Glasgow, a distance of forty-four miles. This coach was drawn by six horses, and the journey between the two places, to and fro, was completed in six days. Even so recently as the year 1750, the stage-coach from Edinburgh to Glasgow took thirty-six hours to make the journey."

In this Province, in 1854, the stage-coach, drawn by only two horses, performs the same distance in thirty hours' less time.

Again, the Doeror says:—"In the year 1763, there was but one stage-coach between Edinburgh and London. This started once a month from each of these cities; it took a fortnight to perform the journey." And, with reference to the number of passengers conveyed in a given time between the English and Scotch capitals, the same author tells us that, "in 1763 the number of passengers conveyed by the coaches between London and Edinburgh, could not have exceeded about twenty-five *monthly*, and by all means of conveyance did not exceed fifty."

In further reference to the state of the roads in Great Britain, the Doeror informs us that "Arthur Young, (an undoubted authority) who travelled in Lancashire about the year 1770, has left us, in his tour, the following account of the state of the roads at that time: 'I know not' (he says) 'in the whole range of language, terms sufficiently expressive to describe this infernal road. Let me most seriously caution all travellers, who may accidentally propose to travel this terrible country, to avoid it as they would the devil. For a thousand to one they break their necks or their limbs by overthrows or breakings down. They will here meet with ruts, which I actually measured four feet deep, and floating with mud, only from a wet summer. What therefore may it be after a winter? The only mending it receives is tumbling in some loose stones, which serve no other purpose than jolting a carriage in the most intolerable manner. These are not merely opinions out facts, for I actually passed three carts broken down in these eighteen miles of execrable memory.'" "And again," he says, (speaking of a turnpike road near Warrington, now superseded by the Grand Junction Railway): "This is a paved road, most infamously bad. Any person would imagine the people of this country had made it with a view to immediate destruction, for the breadth is only sufficient for one carriage; consequently it is cut at once into ruts; and you may easily conceive what

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a break-down, dislocating road ruts cut through a pavement must be.' Nor was the state of the roads in other parts of the north of England better. He says of a road near Newcastle, now superseded by railway: 'A more dreadful road cannot be imagined; I was obliged to hire two men at one place to support my chaise from overturning. Let me persuade all travellers to avoid this terrible country, which must either dislocate their bones with broken pavements, or bury them in muddy sand. It is only bad management that can occasion such very miserable roads in a country so abounding with towns, trade, and manufactures.'

"Now, it so happens that the precise ground over which Mr. Young travelled in this manner less than eighty years ago, is at present literally reticulated with railways, upon which tens of thousands of passengers are daily transported, at a speed ranging from thirty to fifty miles an hour, in carriages affording no more inconvenience or discomfort than Mr. Young suffered in 1770, when reposing in his drawing room in his arm chair.

"Until the close of the last century, the internal transport of goods in England was performed by waggons; and was not only intolerably slow, but so expensive as to exclude every object except manufactured articles, and such as, being of light weight and small bulk in proportion to their value, could allow of a high rate of transport." After shewing the cost per mile of conveying merchandize by the ton, Dr. Lardner proceeds:—"But this is not all: the wagon transport formerly practised was limited to a speed which, in its most improved state, did not exceed twenty-four miles a day."

To an inhabitant of the Province it is scarcely requisite to contrast the present state of its roads with those Mr. Young has so emphatically described; his own experience will sufficiently prove their superiority. To a stranger it will only be necessary to say that there is scarcely a bye-road in the country on which, during the summer months, an English stage-coach could not be driven with ease and safety. In the winter, the climate compels the use of a different mode of transport, a description of which in this place may not be unacceptable. A frame work is constructed, with due regard to lightness and strength, supported by two runners, turned up in front like skates, and shod with iron or steel—the harder the material the better,—upon which is placed a box or carriage. These vehicles receive the names of sleds, sleighs, pungs, coaches, &c., according to the peculiarities of their construction; are easily drawn, and afford, in consequence of the centre of gravity being comparatively low, a very safe and comfortable mode of conveyance.

From these statements, it will be apparent that New Brunswick, although not more than seventy years a colony, by her more safe and speedy means of transit, incalculably outstrips the state of conveyance that existed between the most important places in Great Britain, at the time referred to by Dr. Lardner; and it is a question if the common or parish roads of that island are at this day more than thirty years in advance of this Province. When a comparison is instituted between the present state of the roads, and what they were within the memory of hundreds of its inhabitants, when canoes in the summer, and the shoulders of the settlers during the winter, were the only means by which articles were conveyed; and when even the mails, then but few and far between, were carried in the same manner, the difference cannot fail to be most striking. Almost every settlement contains *historians* who delight to inform travellers of these facts. It must, however, be acknowledged, notwithstanding the safe and comparatively speedy

manner in which the mails, travellers and goods are now transported from place to place, that great improvements might be introduced, especially as to comfort, into the winter system of conveyance in this, as well as in the sister Provinces.

In further illustration of the efficient state of the roads in this Province, it may be observed that the mail coach, which travels three times a week between the cities of Halifax, in Nova Scotia, and Saint John, in New Brunswick, a distance of 260 miles, performs the journey, except for a short time in the spring and autumn, in forty-five hours, including all stoppages and delays caused by the delivery of mail bags among the numerous villages along the road. The stage coach, which runs daily during the winter between Saint John and Fredericton, a distance, by the Nerepis road, of 65½ miles, completes its journey in eight hours. During the summer, not less than from eight to ten steamers ply on the St. John river between these two places, leaving each place every morning and evening. The trip is eighty miles, and the upward voyage is made, when the freshet is not running too strong, in eleven hours; that downward in much less time. Israel D'Andrews, Esq., in his report to the American Senate, states that in 1851, not less than 50,000 persons took passage in the boats plying on the river, which were then less in number than at present. The passengers that travel this way, in the present year, must far exceed that number.

Nearly the whole external boundary of the Province is belted by good coach roads; and numerous cross roads are everywhere being extended into the interior, on which settlements, post offices, school houses and manufactories, are gradually established; in fact, the Province is bidding fair to become a complete net-work of roads.

The bridges of the country are not at all in keeping with its high roads. This arises from many causes: first, from the great extent of bridging required; second, from defective engineering; and thirdly, from a want of an immediate supervision. When bridges get out of repair, or are swept away by freshets or storms, which is frequently the case, more especially with wooden bridges, they are seldom re-built until after the annual meeting of the Legislature. However, the whole bridge building system is now receiving the attention of the Government, and will, it is to be hoped, undergo a thorough revision, so that the bridges of the Province may be placed on a more safe and substantial footing.

The roads are divided into two classes: *great roads* and *bye-roads*. The great roads are those upon which the principal mails are conveyed, and the greatest amount of travelling performed; these roads receive a larger amount of legislative aid, according to their extent, than the bye-roads do. All the counties have more or less of the great roads passing through them, and therefore all partake of the benefits arising from an increased expenditure of the public monies, and the facilities afforded by improved roads. The bye-roads diverge in every direction from the great roads; they receive annual grants of money from the Legislature; and both classes of roads, in addition to the Provincial endowments, are also partly repaired by the inhabitants of the districts through which they pass. Every resident in the Province is required by law to contribute his quota, either in labor or money, at his option, towards the support of the roads near his residence. The sum required from each for this purpose is assessed by officers, denominated Commissioners, three of which are annually elected by the people of each parish. The parishes are laid off into districts by these officers, each

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district, generally, not exceeding two miles in length. The work is done, under the superintendence of a surveyor, at such a season as may best suit the convenience of the communities; thus no inconvenience or hardship can arise to any individual from the performance of this duty, which amounts to no greater tax than the assisting to make a road to each person's property within the district.

The yearly legislative grant varies according to the prosperous or adverse state of the Provincial revenues. The amounts thus appropriated for the year 1854, and the two preceding years, are as follows :

In 1852,	£33,000		
" 1853,	35,822	Increase,	£2,822
" 1854,	£45,153	"	9,331

These respective sums include the grants for the great and bye roads, and for the bridges throughout the Province, and are divided among the objects as necessity may require.

A detailed description both of the great and bye roads throughout the Province will be found under the head of the respective counties through which they pass.

The principal lines of road are traced in the map of roads, railways, &c.

RAILWAYS.

In the year 1830, the first Railway was opened in England; in 1844, only fourteen years after this great era in the means of transit, the St. Andrews railroad, in New Brunswick, was commenced; and although its progress has been slow, yet that is easily accounted for by the general commercial depression, as well as by many other incidental causes. In 1848, the survey for one of the most gigantic plans of inter-colonial railways ever yet proposed—that from Halifax to Quebec—was entered upon. Various obstacles, arising from the different views of the several British North American Provinces and the Home Government, have, for a time, suspended its progress. Originating from this survey, however, portions of a line, affording communication with the United States, and which will ultimately lead to the accomplishment of an inter-colonial connection, are now under execution. This line is known as *the European and North American Railway*. Operations have been commenced at Halifax, in Nova Scotia, with a view to reaching the New Brunswick boundary; and from thence to the city of Saint John, the commercial emporium of New Brunswick. The distance, including a branch of six miles to the Gulf of St. Lawrence at Shediac, will be 255 miles from the Atlantic terminus at Halifax to Saint John. This line is intended to be produced, by the company incorporated in this Province, to the boundary of Maine, a further distance of seventy miles; and from thence, by that State, to Portland, where a complete connection will be established with the American and Canadian railways.

That portion of the road passing through Nova Scotia, with branches to Pictou, Windsor and Annapolis, was authorised, by an act passed in the last session of the Provincial Legislature, to be constructed by the Government, annually expending £200,000, until the whole shall be completed; in pursuance of which, contracts are now being entered into, and works, to some extent, have been commenced at Halifax, in the immediate neighborhood of which several miles of rails have been laid. As that sum will be sufficient to execute, and are in operation, about twenty-eight miles of the

trunk line, it will take more than four years to complete the road from Halifax to the boundary of New Brunswick; and should the Government conclude to expend a portion of the money on the branches at the same time, the completion of the main line will be protracted to a much longer period. The branches may be more cheaply constructed, with the exception of that to Pictou, on which the coal and other productions of that district will form an important item of transport, and render that line, in all probability, one of the most paying in that Province.

The portion of the great line traversing New Brunswick, from the Nova Scotia boundary, as far as the city of Saint John, being the property of the European and North American Railway Company, is under contract by those rich and enterprising capitalists, Messrs. Jackson, Peto, Brassey & Co., of England, who have undertaken, in connection with the Province, as a stockholder, to execute that part, together with the branch to Shediac, in four years, commencing in 1853, for £6,500 sterling per mile, the breadth of guage to be 5 feet 6 inches.

The advantages accruing to this entire line are very numerous. Beginning at Halifax, one of the best and most spacious harbors in North America; open at all seasons of the year—the nearest point to Europe, which must eventually, as time and distance become more essential objects in crossing the Atlantic, be the European terminus on the American continent,—it passes through numerous and populous settlements in Nova Scotia for a distance of 125 miles, out of which, not less than ninety are highly fit for cultivation. In the remaining thirty-five miles, there are several fine vallies well suited for agricultural purposes.

In passing through New Brunswick to the boundary of Maine, about two hundred miles, the road will traverse large settlements, and not less than 150 miles of good land for the operation of the farmer. The remaining 50 miles, like a portion of the line through Nova Scotia, afford numerous spots where well directed industry will receive ample remuneration; and more especially, as the poorest lands on the line, in both Provinces, are nearest to the cities of Halifax and Saint John, where farmers have the advantage of the best markets for their produce.

The mineral productions of both Provinces are abundant and valuable, and will therefore contribute, in no small degree, to the paying qualities of the line. Upon the whole, it is generally believed that this undertaking when completed, will amply repay its projectors. In addition to the lumber and timber, which is everywhere manufactured along its course, the fisheries will prove a large and important item of traffic; manufactories will probably spring up, and all the resources of the Provinces will be more systematically opened up. The whole face of the country through which the traveller will pass is richly diversified, and cannot fail to arrest his attention. That portion of the line from the city of Saint John to Shediac, 100 miles, is wholly cleared of its timber, and grading is commenced, and a portion of the rail laid near Shediac, at the Bend, and near the city of Saint John.

The Province is indebted for this stage of its railway progress, and as far as it is traversed by this line, to the Hon. Edward B. Chandler, who, in company with a delegate from Canada, held a conference with the British Government, with a view to obtaining imperial assistance to construct a railway through New Brunswick to Quebec. In consequence of some objections taken by the Home Government to aid any line not passing through

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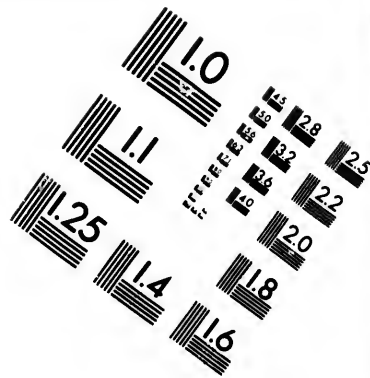
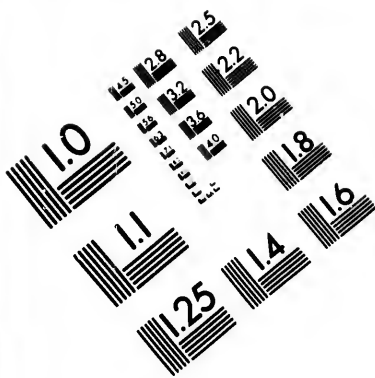
or near to the centre of the Province, the mission entirely failed in its main object. Mr. Chandler, however, being fully apprised of the wishes of the inhabitants, was determined that, at almost any hazard, they should share in the advantages of railway transit with their American neighbors, as well as with their sister Province of Canada. With his usual skill and political tact, therefore, he entered into conditional arrangements with the before mentioned firm, and for his conduct on this mission he received the plaudits of the Colonial Secretary, and the agreement was subsequently ratified by the Legislature of New Brunswick.

St. Andrew's and Woodstock Railway.—This line, with an ultimate view of its extension to Quebec, is steadily progressing. After the first ten miles was completed, a contract was made for the construction of seventy miles more, which is now being executed; the grading of twenty-five miles or upwards from St. Andrews was completed last autumn, and the cars are now running on the first section. The line is cleared and prepared for grading for a much greater distance. The company have a grant from the Provincial Government of a large tract of good land fit for settlement on each side of the line, which is estimated to contain 100,000 acres; the contractors take 10,000 acres of this land, at one pound sterling per acre, in part payment of the contract. The first eighty miles is being constructed in a good substantial manner, at a comparatively low cost, not exceeding £3000 per mile. This railway, as far as it has gone, (and of its speedy completion there can be no doubt) owes its existence to the indomitable energy, enterprise, and well directed exertions of the inhabitants of the county of Charlotte.

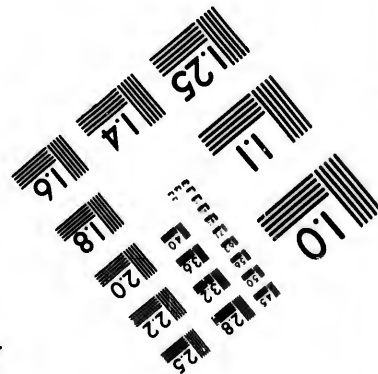
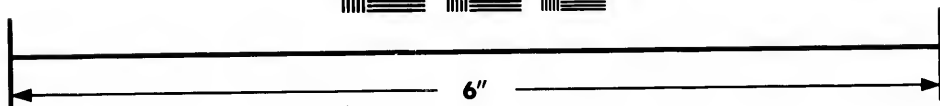
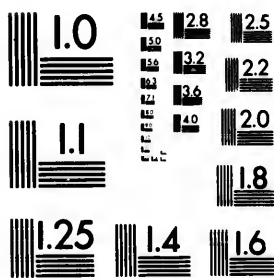
Shediac and Miramichi Railway.—This line will form a continuation northerly, and is a branch of the European and North American Railway, or a part of the Halifax and Quebec line, if carried on. Departing from the former, between Shediac and the Bend, and taking a nearly direct course, it will cross the Shediac, Cocagne, Buctouche, Richibucto, and other rivers, near the head of the tide, and will open to view one of the finest and most extensive tracts of arable land to be found in this section of the Province, besides forming a communication, at all seasons of the year, with the rich, thriving and populous counties in its northern division. If this branch were in operation, it would not be long before an effort would be made by Canada, Nova Scotia and New Brunswick to induce Great Britain to aid in the completion of the intermediate space of 200 miles between Miramichi and the River du Loup. This, when executed, would connect itself with the grand trunk, and, through it, with the other Canadian railways; and would thus form one of the most formidable bands that could be devised, for the consolidation of three extensive and valuable Provinces into one Colonial Empire, whose united voice would cause its just demands to be heard and respected.

Railway from Saint John to Fredericton.—This line will run along the valley of the Saint John, within a short distance of the river. During the winter season, there would be considerable traffic for a railway, but it would be much lessened in summer, in consequence of the ready water communication afforded by steamers and other craft. A depot at Fredericton, the Provincial head quarters, would be the rallying point for a large extent of country. The iron and other minerals, reported to exist in that vicinity, would then be opened; and these sources, with the increased trade of the city of Fredericton, and the surrounding country, would form large items





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in its paying qualities. It is not, perhaps, likely that the line would yield a large profit at first, but, by its cheap, speedy and safe mode of transit, it would open up sources of wealth to which the hand of man has not yet been directed.

Scale of Railways, in progress and in contemplation in New Brunswick and Nova Scotia.

New Brunswick Lines.

European and North American Railway, (New Brunswick portion,)	210 miles.
St. Andrews to Woodstock,	90 "
Shediac to Miramichi,	70 "
City of St. John to Fredericton,	55 "
	—
Total,	425 miles.

Nova Scotia Lines.

European and North American Railway, (Nova Scotia portion,)	125 miles.
Cobequid Mountains to Pictou,	23 "
Trunk line to Windsor,	41 "
Windsor to Annapolis,	74 "
	—
Total,	263 miles.

These lines of road will be found laid down, according to the surveys, in the map facing this article.

ELECTRIC TELEGRAPH.

This Province, in common with older countries, has availed itself of the advantages arising from the Electric Telegraph, the most useful and truly wonderful invention of modern times. By its means, knowledge flies through the length and breadth of our land in the twinkling of an eye; every city, town and village, for hundreds of miles around us, is thus placed in almost instantaneous communication with each other. Not an hour elapses after a Governor General of Canada opens his parliament, before his speech is being put in print at Saint John or Halifax, 600 miles from the place of its birth. And no sooner does a steamer, which only left Liverpool nine days before, arrive in Halifax or New York, than not only the news of her arrival, but the affairs of Europe, are being spread, with lightning speed, over the entire North American continent. Such are the distance-annihilating properties of this modern mode of conveying intelligence; and who would not dare to give publicity to the thought, in these days of progress and discovery, that the time is at hand when, in place of the astonishingly short space of nine days now occupied by a steamer between Britain and America, nine minutes may be nearer the time required by telegraph for the exchange of news between these widely separated countries?

New Brunswick has fifteen offices, and 610 miles of wire in active operation; Nova Scotia possesses nineteen offices, and upwards of 800 miles of wire, extending in every direction through each Province; and Prince Edward Island has a submarine line (being, at the time of its construction, the third of the kind ever established in the world) from the eastern section of

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New Brunswick to Cape Traverse, about ten miles; it thence runs to Charlottetown and other places on the island; but this line is now unfortunately out of repair. A company is organized for its extension to East Cape, and from thence, by way of the north-east point of Cape Breton, and the island of St. Paul, about 150 miles, to Cape Ray, on the west coast of Newfoundland, or for effecting a communication with Newfoundland direct from Nova Scotia. The principal part of this distance will be submarine. The ultimate object of this line is to run along Newfoundland to St. John's, the capital of the island, where steamers will be on the watch for the packets from Britain, in order to obtain the news from Europe, which may thus be transmitted to all parts of America two days earlier than by the steamer running to New York.

In these Provinces, new villages are continually springing up; the business of the old settled districts is daily increasing; and offices are multiplying throughout the country. The stockholders generally receive from ten to twelve per cent., and sometimes even more, on the capital invested; thus rendering the undertaking remunerative to the projectors, as well as highly beneficial to the districts through which the lines pass.

The tariff of prices for communications on these lines, and those with which they are connected throughout the States, is moderate; but we do not give it, as it is subject to frequent alterations and modifications.

By a special arrangement between "the Associated Press," composed of the editors of the various newspapers, and the telegraph companies, they receive the earliest intelligence from Europe in preference to all other communications.

SHIP BUILDING.

This very important branch of colonial industry merits our best consideration. Although ship building, like lumbering, is subject, in a measure, to the fluctuations of the markets of Great Britain, yet it differs from that pursuit in having a wider field for its market. The supply of vessels for the seal and other fisheries of Newfoundland, for the transport of deals and lumber to Great Britain, and for the Labrador and other fisheries of the Provinces, together with the coasting trade between the colonies and the United States, affords employment for a large amount of tonnage. And if free trade in shipping were established with America, this Colony would find an increased demand for vessels, at much more remunerative prices, as they can be built cheaper in New Brunswick than in the Union.

The sailing qualities of New Brunswick built vessels have not yet been exceeded. The far-famed Marco Polo is only one of the many fine ships constructed in the Province; and the high state of perfection to which her artisans have brought this branch of business is certainly very creditable to them. The symmetry and strength of these vessels render them objects of attraction, both in Great Britain and America. In Mr. Andrews' report, before referred to, he speaks of the great improvement in model and finish of New Brunswick built ships that has taken place within a few years, and states that their value has thereby been greatly augmented in the English market.

The interior of the Province is literally a net work of streams, thereby affording abundant facilities for the transportation of materials to the ship-yards. The descriptions of timber generally used are spruce, birch, maple, ash, oak, elm, beech and hachmatac. Ships built of the latter are the most

durable and safe ; they class for seven years, while those built of either of the other materials above enumerated, only class for three, or not higher than four years. Hacmatac is found in great abundance along the margins of lakes, rivers, meadows, swamps, and other alluvial lands ; the other kinds are met with plentifully in almost all parts of the Province. The value of new ships already built, and in course of construction during the year 1854, cannot fall much short of £500,000 currency. This branch of business has been much facilitated of late, especially as regards the insurance of vessels, by the appointment in each Province of an agent for *Lloyds*, the most eminent underwriting establishment in London, and indeed in the commercial world.

New Brunswick possesses an extent of 850 miles of sea coast and navigable river communications, along the whole of which this branch of industry can be pursued. Beginning at the boundary of Maine, the counties of Charlotte, St. John, Albert, and Westmoreland, extending along the Bay of Fundy to the head of the Cumberland Basin, with their numerous estuaries, rivers and creeks, afford important facilities for the operations of the shipwright. On that portion of the several counties of Saint John, King's, Queen's, Sunbury and York, intersected by the river St. John, this business is also prosecuted ; as it is along the Kennebecasis, Belleisle, Washademoak, Grand Lake, Oromocto, Nashwaak, and other tributaries to this river. In addition to the advantages for ship building presented by the Petitcodiac river to the counties of Albert and Westmoreland, the latter county, together with Kent, Northumberland, Gloucester and Restigouche, have the whole range of coast from the Nova Scotia boundary, on the south-east side of Bay Verte, along the straits of Northumberland and Gulf of St. Lawrence, to the head of the Bay Chaleur. Along this extensive coast, besides the rivers Restigouche, Nipisiguit, Miramichi, Richibucto, Buctouche and Cocagne, there are numerous rivers, bays and creeks on which vessels are built. The territory watered by the Restigouche and Nipisiguit, and their tributaries, affords the most abundant supplies of ship timber, of the very best descriptions. On the whole, this branch of provincial industry, so far as regards the extent to which it may hereafter be carried, may be almost said to be in its infancy.

Table, exhibiting the number of vessels, and their gross tonnage, which have been built in New Brunswick during the following years :

Years.	Number of Ships.	Gross tonnage.
1850	86	30,361
1851	101	50,948
1852	103	58,399
1853	121	71,428

The number of vessels, and amount of tonnage, built in the Province during the year 1854, must far exceed that of any previous year. This is fully evident from the fact that the gross tonnage of the ships built along the north-eastern coast, including the county of Westmoreland, in this year, does not fall short of 43,000 tons ; and they are principally large class vessels. This estimate is exclusive of the ships built in the counties of Albert, Saint John, King's, Queens, Sunbury, York and Charlotte. The value of vessels built in 1853 is worth at least £700,000 currency.

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LUMBERING.

The operations of the Lumberer are chiefly carried on along the shores and on the banks of the numerous rivers of the Province. Large parties are annually fitted out, in the autumn, by the Capitalists, into whose hands in consequence of the large amount of supplies required, this business has generally fallen. The number of men employed depends upon the apparent demand for the products of the forest, and this demand varies with the fluctuation of the British markets. This branch of business has recently been highly remunerative.

Almost all the rivers and creeks in the Province present facilities for lumbering operations, but they are carried on to the greatest extent on the St. John, the Miramichi, the rivers falling into the Bay of Chaleur and their tributories. The largest quantities of timber, logs and manufactured lumber, made on these and other streams are transported to the places of shipment at their mouths, if logs, in rafts, or if sawn, either in boats or as rafts, and from thence are distributed over the British and other markets.

The forests of New Brunswick are almost inexhaustible; a vast extent of the best portion of the Colony is still untrodden by the foot of the lumberman; and the business has been confined, generally speaking, to the sea shores or the immediate vicinity of such streams as may contain sufficient water for rafting, or for what is technically called *stream driving*. Licences are obtained from the local government by parties who intend operating upon ungranted land; the amount charged per square mile, and the time for which the licence shall run, depend upon the action of the Government.

With regard to the effects produced by the lumbering operations upon the progress of agriculture, the following dispatch from LORD ELGIN, Governor General of Canada, to his Grace the Duke of Newcastle, will not be uninteresting:—"The bearing of the lumbering business on the settlement of the country is a point well worthy of notice. The farmer who undertakes to cultivate unreclaimed land in new countries, generally finds that, not only does every step in advance, which he makes in the wilderness, by removing him from the centres of trade and civilization, enhance the cost of all he has to purchase; but, that, moreover, it diminishes the value of what he has to sell. It is not so, however, with the farmer who follows in the wake of the lumberman. He finds on the contrary, in the wants of the latter, a steady demand for all that he produces, at a price not only equal to that procurable in the ordinary marts, but increased by the cost of transport from them to the scene of the lumbering operations. This circumstance, no doubt, powerfully contributes to promote the settlement of those districts, and attracts population to the sections of the country, which, in the absence of any such inducements, would probably remain for long periods uninhabited."

While the prosecution of this business, in addition to the facts adduced in the above extract, has a tendency to increase and concentrate trade and commerce, to build towns and villages, to increase the demand for ships as well as the market for agricultural produce; still, on the other hand it settles the land with a class of persons, who are neither farmers nor lumbermen, yet engage in the occupations of both: the precarious and fluctuating nature of this pursuit is such, that small capitalists too frequently lose all the means they embark in the business, while the laborer only procure a mere temporary subsistence, and the whole profit falls into the hands of the

more wealthy merchant, to whom even any material reduction in the market prices frequently results in bankruptcy. In reviewing this laborious occupation, therefore, in all the details connected with its prosecution, it must be admitted that, after the *makers* of timber have spent the prime of their lives, and all the energies of youth have been exhausted, they have to return to the cultivation of the soil, and that, frequently without any adequate means to commence their new task.

And in a moral point of view, the lumber camp is not the proper place to educate the youth of the country; it is true that there might not perhaps be much difficulty in placing these establishments on a more civilized footing; but in their present state, although there are some honorable exceptions, vice is encouraged; profane swearing, sabbath breaking, gambling, and other similar vices are the orders of the day; the reader may imagine fifteen or twenty men removed from civilized society, and placed in a camp at a distance of thirty or forty miles in the wilderness, without any other associate than those similarly circumstanced, and that for a period of some six to nine months every year, subject to no law, and the recipients of no moral or religious precept; what results can be expected from such a state of things? Besides this the balance of their earnings, after paying the exorbitant prices too often charged by their employers for clothing, &c., is generally squandered during their recess, leaving them frequently heavily in debt on their return to the camp.

The only remedy, or rather palliative that we can suggest for these evils is for the foreman, or person in charge of each lumbering party, to pay a little more attention to the erection of camps or places of lodgement for the workmen, as there is generally a great want of personal comfort about these temporary edifices; and secondly, that he should commence each winter's operations by establishing, and afterwards employing, camp rules and regulations. Objections to such a mode of proceeding would no doubt be urged by many on account of the difficulty often found in obtaining a sufficient number of men to carry on operations, but as lumbermen are generally robust and vigorous, with minds as susceptible of improvement as those of any other class, it may be hoped that if order and system were once established, the abandonment of idle and useless habits and language would soon be followed by a successful renovation of moral action.

THE FISHERIES—THEIR EXTENT, AND COMMERCIAL IMPORTANCE.

Among all the subjects proposed to be embraced in this Work, there is none more important in itself, or more calculated to promote the prosperity of the Province, than that we are now considering. It has attracted a considerable degree of notice from the claims of the Americans to participate in the enjoyment of those advantages which Providence has bestowed on the inhabitants of British America,—from the prolonged negotiations to which those claims have given rise—and the steps which have been rendered necessary to prevent in some measure the incroachments of foreigners on the Colonial rights. Considering, therefore, the importance of this subject, it is proposed to afford the reader a compressed view of the advantages possessed by New Brunswick, in the extensive fisheries on her shores and internal waters.

On referring to the general map of British North America, it will be seen, that the Gulf of St. Lawrence forms a sort of Mediterranean sea, en-

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compassed entirely by British possessions, and accessible by three narrow entrances, the Gut of Canseau, the Strait between Newfoundland and Cape Breton, and the Straits of Bellisle. Certain British treaties have given the Americans and French the right of fishing in this sea, (provided they do not approach within three miles of the shore) which would otherwise, by the law of nations, appertain exclusively to Britain and her Colonies. The Bay of Fundy again is another extensive inlet, little inferior to the Gulf in area, bordered on both sides by the Provinces of Nova Scotia and New Brunswick. The latter Province possess, as we have before seen, about four hundred miles of coast on each of these land-locked seas, both of which abound with fish; and she has also harbors well calculated for the outfit and shelter of fishing vessels, near adjoining to the favorite haunts of the various descriptions of fish. She possesses timber close to the shores sufficient to construct thousands of ships; and, if she has not the hemp, iron, and other materials for their outfit, it is owing to no deficiency of her soil, her natural resources, or her climate. The materials for barrels are within herself. Salt Springs abound in some of her counties as well as in the sister Province; her sons are bold, hardy, and robust, but are not sufficient in number to bring these resources into active operation; and, above all, that most essential item, *capital*, is wanting.

The Provincial Government has not been negligent of its duties in respect to this object. It has repeatedly employed a most able and indefatigable agent, M. R. Perley, Esq., of St. John, to report on the fisheries of both shores, and on those of the rivers and lakes, which, though less extensive, are equally worthy attention. The information he has embodied in three most valuable reports ought to be circulated over the whole Province, and it is to this source we have to look for proof of the particulars we propose to lay before our readers.

The Americans have always been fully sensible of the advantages these fisheries afford, and they have not been slow not only to reap the full benefit of the privileges secured to them by treaty, but in many instances, to encroach within the three miles reserved to the British fishermen. These encroachments led from time to time to repeated remonstrances, and to complaints from the Provincial Governments to the Colonial Secretary in Britain, and it was not till the year 1852, that efficient protection was afforded by England to her transatlantic subjects. Much discussion took place as to the mode in which the three miles distance from the shore were to be calculated; the Americans contending that the indentations of the coast were to be followed, while the British Negotiators argued, and supported their arguments by the opinions of the most eminent jurists on both sides the Atlantic, that the line must be drawn from headland to headland, excluding all foreigners from the bays and harbors of the Provinces. The protection and encouragement of the fisheries having been repeatedly brought before the Provincial Legislature, a Committee appointed in 1853, on that subject, and on reciprocal free trade, made a very able Report, from which we extract the following paragraph:—"That the full and uninterrupted enjoyment of the fisheries on the coasts of this Province, forms an *incalculable source of wealth*, and is of *inestimable value* to the people of New Brunswick."—In pursuance of this Report, an address was transmitted to the Throne from the Legislature, and the protection was afforded by armed British steamers, and by some small cruisers fitted out by the several Colonies, which produced a material improvement in the profits and condition of the British

fishermen. A somewhat protracted negotiation was now entered on, the Americans seeking to be admitted to the enjoyment of the fisheries possessed by the British Provinces, and the British Ambassador requiring the price of such a valuable privilege, some important concessions as to their trade—the admission of their fish into the States on equal terms, the abolition of bounties and of the imports on various articles of their produce, and the registry in the Union of Colonial built vessels. There were also some other subjects of discussion as to the navigation of the St. Lawrence, which do not immediately affect this Province. The last condition was absolutely refused by the American negotiators; but the other points having been conceded, what is called the Elgin Treaty, which will be found noticed in another part of this work, was ultimately concluded. The Colonial fishermen have now to enter into a fair race of competition with their Republican neighbors, and the importance of the subject is therefore enhanced, and the necessity for its being well understood, much greater than when the markets were less extensive. As yet they are far behind in the extent of their operations,—the outfit of their vessels—the energy with which they follow up the pursuit—and, as a natural consequence, in the profits they derive from it. We cannot, perhaps, impress on our readers the value and importance of this branch of Provincial industry better than by quoting the following energetic and expressive paragraphs with which Mr. Perley commences his first “Report on the fisheries of the Gulf of St. Lawrence,” which was laid before the House of Assembly in the Session of 1849 (page 1):

“There is probably no part of the world in which such extensive and valuable fisheries are to be found, as within the Gulf of Saint Lawrence. Nature has bountifully provided within its waters, the utmost abundance of those fishes 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, harbor, creek, cove, and inlet in connection with it. Whether on the bleak and sterill coast of Labrador, or on the western coasts of Newfoundland and Cape Breton, or along the eastern shores of Nova Scotia and New Brunswick, or within the Bay of Chaleur, or around Prince Edward Island, Anticosti, or the Magdalen Islands, the fisherman may pursue his labors with nearly equal chances of success, and the full prospect of securing an ample reward for his toil.

“With such value and unlimited fisheries in close proximity to these Colonies, and as it may be said at the very doors of the inhabitants, it is no less strange than true, that they are prosecuted to the greatest extent, and with most profit, by citizens of France, and of the United States.

“The French exercise an almost exclusive right of fishing upon the western coast of Newfoundland, the fertility and great mineral wealth of which have only recently become known, and are not yet fully appreciated.

“From seven to eight hundred sail of American fishing vessels enter the Gulf of Saint Lawrence annually; and scattering over the whole of its wide extent, with little heed of the limits to which they are restricted by treaty, pursue their business unmolested, and but rarely leave their stations without full and valuable fares.

“The Jersey merchants also prosecute these fisheries with great zeal and assiduity, and, as it is believed, with much profit. They have permanent establishments and fishing stations in Gaspé, Labrador and Newfoundland, and

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three or more establishments in New Brunswick; but they by no means confine themselves to any particular locality. They employ upwards of one hundred vessels almost exclusively in carrying the rich products of the deep to various foreign markets, besides the smaller craft required upon the coast. Two of the leading Jersey firms, Messrs Robin & Co., and Nicolle Brothers, are supposed respectively to afford employment, directly or indirectly, to nearly one thousand persons.

"The inhabitants of those shores of Cape Breton and Nova Scotia which are within the Gulf, pursue the fisheries in their immediate neighborhood to a moderate extent; and a few of their vessels visit the Magdalen Islands, and the Labrador coast, during the season. The people of Prince Edward Island, who are favorably placed for securing a goodly portion of the riches of the sea, make still more limited efforts; but their efforts can scarcely be described as more limited, or more feeble, than those of the people of New Brunswick, who dwell upon its shores, from Bay Verte to the western extremity of the Bay of Chaleur—those shores commanding as great an extent and variety of fishing ground, and as abundant supplies of valuable fish, of every description, as can be found in any other part of the unrivalled Gulf of St. Lawrence; while they possess equal, and perhaps superior, facilities for prosecuting its fisheries, both extensively and profitably."

Mr. Perley then proceeds to point out the improvement that might be affected in the mode of cure of the various descriptions of fish, the abundant markets, and the different sorts of shell and river fish that are found on the shores and streams; and he concludes this report as follows (page 25):

"The immense products which might be obtained by a vigorous prosecution of the fisheries for herring, cod and mackerel, 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. The farmer, also, would be greatly benefitted by the extension of the fisheries in connection with the railway, because he would not only find a more ready market for his surplus produce, but he would be furnished with wholesome and nutritious food, at all seasons of the year, on the most reasonable terms.

"Aided by railways, the fisheries of the Gulf of St. Lawrence, now of so little importance, and such limited value, would take rank as one of the highest privileges of New Brunswick—its unfailing source of wealth for ever hereafter. And while the efforts of the people were successfully directed towards securing these bounties of Providence, lavished with such an unsparing hand, they would rejoice in the goodness of an all-wise Creator, and offer up humble but earnest thanks to Almighty God, for his exceeding goodness and mercy towards his erring and sinful creatures."

In 1850, the same gentleman was again employed by the Government, and prepared a still more elaborate report on the sea and river fisheries within the Gulf, pointing out the advantages of the several localities along the Gulf shore, and making most useful suggestions for the improvement of the fisheries, especially that for salmon, in the several rivers. We must not, however, extract more than the concluding paragraphs from this document (page 89):

"The rents arising from 'fishing rooms,' and river fisheries, with the ad-

dition of any legislative grants, might be most usefully and beneficially employed, in extending and improving the fisheries, in a great variety of ways. At almost every fishing station, there is a great want of those conveniences necessary to a successful prosecution of the fisheries. Landing piers, breakwaters and shelter harbors, boat slips and capstans, moorings, and small harbor lights or lanterns, are all greatly needed; and, probably, few better modes could be devised, of assisting and encouraging the industrious fishermen, than by furnishing these conveniences at the public expense. Short roads, or lines of communication between piers, fishing harbors or stations, with the nearest high roads, are also required, almost everywhere. If advisable, premiums might be given for good boats and nets, for the most scientific and successful modes of fishing, and for the discovery of new fishing grounds.

"It is a duty incumbent upon the people of New Brunswick to encourage, preserve and protect their admirable fisheries. They should, with thankful hearts, use the gifts which Providence has bountifully bestowed, and prevent their reckless and improvident waste; so that they may hereafter be able to render a good account of their stewardship of that which has been beneficently vouchsafed to them."

In the following year, Mr. Perley was employed to report on the fisheries of the Bay of Fundy; a task he has performed with the same ability, zeal and industry, that characterize his former labors; and it contains a most useful summary, shewing the difficulties and imperfections at present existing in the laws regulating the fisheries, as well as in the mode of carrying them on, and in curing and packing the fish. We recommend the whole to the attentive perusal of all who may feel an interest in this highly important subject.

If further evidence of the extent to which this branch of industry might be carried were required, it would be found in a most convincing and well-written letter from the Honorable John E. Fairbanks, of Halifax, appended to Mr. Perley's reports, from which we cannot forbear giving a short extract (p. 246):

"The custom house returns as to fish will give you some idea of the imports and exports of this article. From them, you will learn how large a quantity we receive from Newfoundland, for which cash is paid to a great extent; but no information can be obtained as to our domestic consumption. It is doubtless very great, as there is scarcely a family but uses fish, in various shapes; yet this demand would be greatly increased, if the modes of cure were improved, and the quality could be relied upon. The farmer who teams a barrel of fish a long distance into the interior, and then finds them bad, is cautious how he buys in future. A rigid inspection law, properly carried out, would be of great service.

"I think there is scarcely a man in the Province who has a correct idea of the *present* value of our fisheries; and I am sure that few can conceive to what an extent they are capable of being carried, under sound and judicious legislation and management. We have not only no bounties, but not one shilling of public expenditure has ever been disbursed, in improving a fishing port or station. All our nets, lines and twines are imported, the light and simple manufacture of which might, I think, be introduced, and thus furnish employment to the families of fishermen during the winter season."

The three most valuable fisheries in the Province shores are the herring, the cod, and the mackarel. The first is principally carried on by set or

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stake nets and weirs, and in small boats from the shore, and is not considered of sufficient value to be materially interfered with by the Americans, although it is of considerable advantage to the inhabitants, especially to those of the islands in the Pasmaquoddy Bay. In the autumn, the herrings are fat and good, but the fishermen are ignorant, to a great extent, of the proper mode of curing; nor are they acquainted with the setting drift-nets in deep water, as is successfully done on the coast of Scotland. The number of barrels stated to have been exported from the five principal northern ports, in the eight years ending 1848, was only 9939; and of these, a large proportion were the gaspereaux or alewives from Miramichi. This is the more surprising, as the capital required is comparatively insignificant, while the markets are unlimited, and daily increasing.

The cod and mackarel are also taken to a considerable extent in the Bay of Fundy, and the pollock and hake fishery is carried on in the lower part of the Bay, near the Pasmaquoddy islands, and round Briar Island, on the Nova Scotian coast. The shad fishery above Cape Enrage is found very productive. This valuable fish is sure to find a ready market, either in the Provinces or the United States; but the quantity might no doubt be greatly increased, as well as the quality improved, by proper regulations and judicious management.

FISHERIES—NATURAL HISTORY.

After having considered the commercial importance of the finny tribe to the Province of New Brunswick, we propose to give a brief sketch of their natural history, compiled principally from the reports of Mr. Perley, to which we have already been so much indebted, and the scientific work of Dr. Gesner on the Industrial Resources of Nova Scotia. The following catalogue of the fishes found in the waters of New Brunswick (so far as they have yet been ascertained) is compiled from both the above mentioned works; the Mammalia and Cetacea being enumerated by Dr. Gesner only:

Mammalia.

Common seal, or harbor Seal.

Hooded Seal.

Mr. Perley mentions other kinds or varieties of Seals—the hooded Seal being the largest. The other three varieties are known as “the square flipper,” “the blue seal,” and “the jar seal.”

Cetacea.

Grampus or Porpus.

Gladiator, Sword Fish.

Common Whale.

Black Fish.

Group 1. Osseous or Bony Fishes.

Order 1st. Fishes with spinous rays in their fins.

(Mr. Perley's arrangement is principally followed.)

Percidae—the Perch family consisting of:

The American yellow Perch.

The striped Basse.

The little white Basse.

The common Pond-fish.

The American yellow Perch, a beautiful little fish, is found in lakes and

still rivers. The striped Basse is a salt water fish, ascending the rivers in the spring and winter, and is an excellent fish for the table. The little white Basse, or Perch, abounds in the river St. John, and most localities where there is but little current, it is taken in the Buctouche and other northern rivers in winter. The common pond fish, also a perch, has a wide range, extending from Lake Huron through all the British Provinces. It is bony, and seldom eaten.

2. *Triglidae*.—Fishes with hard checks.

The common Bull-head or Sculpin.

The Greenland Bullhead.

Two spined Stubble-back.

The Norway Haddock.

The Sculpin is very numerous, and is a great annoyance to line fishers; it presents rather a formidable appearance, but is said not to be a bad article of food. The Norway Haddock (not the Scotch Haddock) is common to both sides of the Atlantic; it is sometimes called the "red sea perch," "the rose fish" and "the snapper." In Norway it is considered a great delicacy.

3 *Scombridae*.—The Mackarel Family.

The Spring Mackarel.

The Fall Mackarel.

The common Tunny.

The Sword Fish.

The mackarel are the most valuable fish frequenting our shores. There are said to be two species, the spring and fall mackarel, though doubts are entertained whether they are not the same in different stages of growth. The Tunny, or horse mackarel, also belongs to this family, though it is not abundant, and the fishermen are anxious to get rid of it from its breaking their nets. In the Medeterranean, its fishery is important, but in America it is either of inferior quality, or is but little esteemed. The Sword Fish is sometimes found on these shores in pursuit of mackarel.

4 *Gobidae*.—The Goby Family.

The Wolf Fish.

This is the only species of its family on these shores, and is the abhorrence of the fishermen, who either avoid it, or dispatch it as soon as possible; as its name imports, it is ferocious, and will inflict severe wounds if not cautiously avoided.

5 *Lophidae*.—Fishes with wrists to pectoral fins.

The American Angler.

The Lophidae are only represented by one species on these coasts, which is remarkable for two long appendages on its head ending not unlike a small fish; it is said to stir up the mud, so as to conceal itself, when the smaller fish are allured by the apparent bait to approach its head, and are seized by the expectant fish, thence called "the American Angler," it is sometimes called the Monk Fish and Fishing Frog.

6. *Labridae*.—The Wrasse or Rock-fish Family.

The Sea Perch or Runner.

The Tautog, or Black-fish.

The Cunner, or blue fish, is abundant in the Gut of Canseau, but is little esteemed for food. The Tautog has only lately been found in the St. John harbor; it is an excellent fish for eating.

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Order 2.—Soft finned fishes; the fin-rays almost universally flexible.

1 *Cyprinidae*.—The Carp Family.

The common Sucker.

The Yellow Shiner.

The Red Fin.

The Roach Dace.

The Chub.

The Brook Minnow.

The striped Killifish.

The Cyprinidae are more numerous, including the common Sucker, an exclusively American fish; if taken before spawning, in the early part of May, it is eaten by many persons;—the yellow shiner, a delicate, finely flavored little fish, which is abundant in the waters near Hampton Ferry;—The Redfin, a beautiful little fish;—the Roach Dace, all rise readily to the fly, and are in season in May;—The Chub abounds in most rivers and streams; it is considered a coarse fish, but not unpalatable if of large size, and it should be eaten fresh. The Minnow and Killifish are only taken for bait.

2 *Siluridae*.—The Sheat fish family.

The common Cat Fish.

This unsightly fish is not eaten in New Brunswick, but is highly esteemed in Maine and Massachusetts.

3 *Esoxidae*.—The Pike family.

There are two species of this family, the Pickerel and Sea Pike.

4 *Salmonidae*.—The Salmon family.

The Brook Trout.

The great grey Trout.

The Salmon Trout or white sea Trout.

The Salmon.

The American Smelt.

The Capelin.

The White Fish.

The Salmon family comprises some of the most delicious fish found in our waters. The brook trout may be met with in almost every river, lake and stream; it is migratory, descending to the sea if it has the power, and returning to deposit its spawn in the clearest and coolest water it can find. The great grey trout is found in all the larger lakes of New Brunswick, and in Lake Temiscouta, it has attained the weight of 21 pounds; it has lately been found in Loch Lomond, near Saint John; its flesh is coarse and indifferent. The white sea trout abounds in the Gulf of St. Lawrence, and is found on the northern shores, and in the estuaries of rivers, as far as the Straits of Canseau, early in June; it is caught in nets at the Magdalen Islands, and salted for export. The river Philip, in Nova Scotia, is much resorted to by sportsmen to fish for this trout, and it affords a rich treat to the epicure. The Salmon is so well known in the North American colonies as to need no description. This fish enters the rivers of Nova Scotia during the latter part of April, and these of New Brunswick, falling into the Bay of Fundy early in May; while it seldom ascends the rivers of the Gulf of St. Lawrence until the month of June. The American smelt abounds in New Brunswick and Nova Scotia; on the Gulf shore large quantities are used as manure; in the Bay of Chaleur it is captured by a Seine, and used as a bait for cod. The Capelin inhabits the northern seas only, never ranging farther south than the shores of New Brunswick, it is used as a bait

for Cod, and wherever it abounds the cod fishing is excellent. In Newfoundland it has been dried in large quantities, and exported to London, where it is esteemed a delicacy; and there is little doubt but that this fish, and the smelt, if carefully prepared for market, would meet with a ready sale. The white fish, described by arctic voyagers as most delicious, is found in Lake Temiscouta, and occasionally along the Madawaska river; it abounds in the Eagle Lakes, at the head of the Fish river, and in Lake St. Francis. Mr. Perley says that he has seen numbers taken in Grand Lake, and that it has been caught in the Nerepis, in the harbor of Saint John, and near Hampton Ferry.

5 *Clupeidae*.—The Herring family.

Common American herring.

The Britt.

The American Shad.

The Gaspereau, or American.

Alewife.

The Mossbonker, Menhaden, or hardhead.

The Autumnal Herring.

This family includes some of the most useful fish found on these shores, the herring standing foremost. It is found on almost all parts of the coast; some in the early spring, when they are poor and not esteemed, and again in the fall, when they are more valuable. It appears that there are several varieties: but the habits, haunts, and seasons of this fish are only beginning to be understood, and accurate observations respecting them would be highly valuable. The britt is occasionally met with in the Bay of Fundy, and more frequently in the Gulf. The American shad are supposed to come from the south to deposit their spawn; the best are found in the Bay of Fundy, where they are taken in considerable numbers. There are none on the Atlantic shore of Nova Scotia, but they frequent the Gulf of St. Lawrence as far north as the Miramichi, where, however, they are very inferior. The gaspereaux or alewives are abundant in the Bay of Fundy; those of the Gulf are smaller, and they are not found further north than the Miramichi. The mossbonker, menhaden, or hardhead, is found in the Bay of Fundy only; it is seldom eaten, but is used as a mackarel bait. The autumnal herring is a common fish at New York, and its description seems to agree exactly with the "Quoddy herring," taken near Campo Bello. In flavor and excellence it ranks only second to the Petitcoudiac shad.

Order 3—Fishes with ventrals under the pectorals, and the pelvis suspended to the shoulder bones.

1 *Gadidae*.—The Cod family.

The common Cod.

The American Cod.

The Tomcod, or first fish.

The Haddock.

The American Hake.

The Silver Hake.

The Coal Fish, or Pollock.

The Torsk, Tusk, or Cusk.

The spotted Burbot, or fresh water Cusk.

The cod family is one of the most important to man in the whole race of fishes. The common cod and American cod are both caught in these waters. The southern limit of the American cod is New York, and it ranges north-

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wardly to the St. Lawrence. The other species has been caught in considerable quantities in Davis' Straits, and even further to the northward; it is believed that there are several varieties in the Gulf of Saint Lawrence. The cod is an exceedingly voracious fish, devouring all small fish, crustacea, and marine shell fish. The tomcod, or frost fish, is taken on all the shores of Nova Scotia and New Brunswick throughout the year, and affords great amusement to the juvenile angler; it is in fine condition during the early part of winter. The haddock is an exceedingly fine fish when eaten fresh, or when slightly salted and smoked, as the Finnan haddocks of Scotland. They are found in abundance in Quoddy river, between Campo Bello and Eastport, in Digby Basin, and in the harbor of Halifax. The American hake, or ling, ranges from Cape Cod northwardly; it is taken largely on muddy bottoms, both in the Bay of Fundy and Gulf of St. Lawrence; when salted and dried, it is exported to some extent by the Jersey merchants. The silver Hake is sold in Saint John, under the name of Whiting; when quite fresh, it is exceedingly sweet and palatable, but soon becomes soft and tasteless; it is never salted. The Coal fish or Pollock is a northern fish, and has been found on the coasts of Spitzbergen and in Davis' Straits; it abounds in the Bay of Fundy where it forms one of the most valuable deep sea fisheries, but is not found in the Gulf of St. Lawrence; it is in good condition in August. The Torsk or Cusk is a northern fish, its southern limit being Massachusetts Bay, and is not abundant in the Bay of Fundy, it is taken in deep water, in the latter part of winter or early spring, and is very fine when eaten fresh, but being rather tough is usually dried, and in Boston is preferred to cod. The spotted Burbot, or freshwater Cusk, is the only member of the cod family residing permanently in fresh water, some hundreds are taken annually in the Saint John by night lines dropt through the ice in the beginning of winter; it is found as high as Fredericton, and near the Oromocto, and is also abundant in the Temiscouta and Eagle Lakes.

2 *Pleuronectedæ*.—The family of Flounders, popularly called Flat Fish.

The Halibut.

The common Flounder.

The Sand Flounder or small Dab.

The Fleuk or common Dab.

The family of Flat Fish comprizes the Halibut, which is a very large fish, found on the coast from Nantucket to Greenland; it frequently weighs 200 lbs, and has been brought into Boston market of the weight of 400 and 600 lbs. The flesh is rather coarse and dry, but is esteemed by many; the fins and flaps are delicacies; the fishermen of the Bay of Fundy salt the flesh lightly, and dry it for winter use. The common Flounder, the Land Flounder, or small Dab, and the Fleuk, or common Dab are found every where on the coast of New Brunswick and Nova Scotia. It is probable that other species of this family exist, but have not yet been discovered.

3 *Cyclopteridæ*.—The Lump fish family.

The common Lump Fish.

The Lump fish is sometimes found near Grand Manan; attached to large masses of sea weed, and small specimens are frequently taken in the rivers in the harbor of Saint John; in the Spring it approaches to deposit its spawn, and is taken in considerable quantities near the harbor of Halifax; these of a red color only are eaten.

Order 4.—Fishes in which the ventral fins are wanting.

1 *Angecillidæ*.—The Eel family.

The common Eel.

The Sea Eel.

The American Sand-launce.

The common eel inhabits both fresh and salt water, it is very voracious, feeding on aquatic insects, small fishes, or any dead substance that may come in its way; it is caught in baskets or eel pots, and also by spearing in the mud. The Sea Eel is so named by Dr. McKay as having been found on the coast of New York, and Mr. Perley has also noticed it in the Gulf of Saint Lawrence; the Indians say it is exceedingly sly, and cannot be induced to enter an eel pot; those shewn to Mr. Perley were excessively fat, the flesh very white and well flavored. It may probably be found along the whole North American coast, north of New York. The American Sand Launce is found every where on the coasts of New Brunswick and Nova Scotia; at Newfoundland and Labrador it is used as a bait for cod, but is neglected on these shores.

Group 2. *Cartilaginous Fishes.*

Order 1.—Fishes with free gills.

1 *Stureonidæ*.—The Sturgeon family.

Sharp nosed Sturgeon.

This fish is taken in New Brunswick and Nova Scotia from two to eight feet in length; it ascends the river Saint John in May, and is often taken in river seines and gaspereau nets; the flesh is like coarse beef, quite firm and compact, but very rank and unsavoury; the Indians salt it for winter use, but it is not eaten by those who can obtain better fare. In the north of Europe, extensive fisheries are established for taking sturgeon, and the celebrated caviare is made of the roe of the female.

Order 2.—Fishes with fixed gills.

1 *Squaledæ*.—The Shark family.

The Thresher Shark.

The Basking Shark.

The Spinous Dog-fish.

The Thresher Shark is said to be common on both sides of the Atlantic; it pursues the shoales of Mackarel, Mosbonker and Shad, which it devours in great numbers, and is frequently seen attacking the whales in the Gulf of St. Lawrence, and Bay of Chaleur. The Basking Shark, so called from its remaining occasionally at the surface of the water, as if enjoying the influence of the sun's rays, usually exceeds 30 feet in length; in August, 1851, one was taken in the Bay of Fundy 40 feet long, it had been entangled in a string of herring nets, and was killed after a long and severe struggle; its liver yielded 320 gallons of oil. The spinous Dog-fish is found every where on the coast of North America, from the Delaware to Davis' Straits. The skin is used for various purposes, but chiefly by cabinet makers for smoothing the surface of hard wood; the livers furnish a valuable oil, and the fish themselves are often dried for cattle and pigs.

2 *Raidæ*.—The Ray Family.

The Skate.

The Hedgehog Ray.

The Skate is found on all parts of these shores; it exists near the bottom, and may almost be called a Flat-fish. Its appearance is not prepossessing

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but in London large quantities are eaten, and its flesh is considered delicate; on many parts of these shores it is merely used to bait lobster pots. The French consume it largely, and it is used both at Boston and New York. The Hedgehog Ray has been found in Whale Cove, near Grand Manan.

3 *Petromyzonidae*.—The Lamprey family.

One species only of the Lamprey family is found on these shores, but it is very abundant; it is not eaten in New Brunswick, but in the United States and elsewhere, is held in high estimation by epicures.

The species of fish enumerated by Dr. Gesner are more numerous, but he, as naturalist, probably includes many that have been found on the shores of Nova Scotia and Prince Edward Island, and some which may have been merely specimens, while Mr. Perley is more practical and includes few besides those that are usually taken by fishermen.

Shell Fish.

Under this head may be enumerated Lobsters, Oysters, Clams, Mussels, Whelbes, Razorfish, Crabs and Shrimps, all of which are found in the Gulf of Saint Lawrence. Lobsters are so abundant in the Bay of Chaleur, that that they are used to manure the land.

Mr. McGregor states (in his work on British America) that these descriptions of fish are equally delicious with those of Europe.

NATURAL HISTORY—ORNITHOLOGY.

A complete description of the Ornithology and Zoology of this Province would swell this volume far beyond its intended magnitude. These subjects, indeed, deserve a volume of their own, and we trust that some scientific naturalist will devote his attention, before long, to these interesting productions of this and the neighboring Provinces. We shall confine ourselves, under this head, to a brief outline of the several species of birds proper to the Province, which we have selected principally from Dr. Gesner's history of New Brunswick.

Naturalists have divided this branch of history into a variety of orders, the principal of which, so far as New Brunswick is concerned, will be found under the following arrangement; the subject, however, never has received much attention:

Grey Eagle, Bald Eagle, Sparrow Hawk, Fish Hawk, Mouse Hawk, Pigeon Hawk, Hen Hawk, Barn Owl, Hawk Owl, Screech Owl, Long-eared Owl.	} <i>Order Accipitres.</i>	Grackle, Starling, Kingfisher, Meadow Lark, Night Hawk, Whip-poor-Will, Chimney Swallow, Barn Swallow, Bank Swallow, Martin, Three varieties of the Fly-catcher, Thrush, Robin.	} <i>Passeres Ambulatores.</i>
Red-headed Woodpecker, And 3 other species, Peabody Bird, Cuckoo.	} <i>Passeres Scansores.</i>	Spruce Partridge, Birch Partridge, Dove.	} <i>Gallinæ.</i>
Six species of the Warbler, Wren, Two species of the Nut-Hatch, Lark, Humming Bird, Snow Bird, Four species of the Sparrow, Finch, Purple Finch, Bull Finch, Cross Bill, Moose Bird or Jay, Crow, Raven, Blue Jay or Common Jay,	} <i>Passeres Ambulatores.</i>	Pigeon. American Bittern, Curlew, Four species of Plover, Three species of Snipe, Woodcock, Coote. Wild Goose, Six species of the Duck, Gull, Fern, Brant, Sheldrake, Greke, Gannet, Diver.	} <i>Grillæ.</i> } <i>Anseres.</i>

The extensive sea-board, and numerous marshes and meadows of the Province, afford every facility that a sportsman can desire for shooting snipe, woodcock, plover, coote, ducks, sheldrakes, brant and wild geese. The north-eastern coast abounds with the wild geese and brant. These birds make their appearance in the bays and lakes about the middle of March;

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the geese remain about six weeks, and the brant about two months. A space of two or three acres may often be seen covered, promiscuously, with these noble fowl. Gunning boats have been constructed, wearing the appearance of icebergs, and propelled by concealed paddle-wheels, which are turned by the inmates as occasion may require. Each person frequently carries with him two double-barrelled guns, so that as soon as he gets sufficiently near one of these fields of birds, one gun is discharged at them while sitting on the water, and the other as they rise. The havoc thus made is immense; an expert gunner will sometimes fully load his boat with his spoils. All these aquatic fowls pass northerly in the spring for purposes of incubation, and return in the autumn with their young, when the gunners repeat their operations; the birds are then very fat, and they remain about the same time as in the spring, generally leaving for a more southern climate about the last of November. The principal part of the feathered tribes to be seen in the Province, during the summer, are migratory, the number peculiar to the country being very small; ducks, however, and other birds of passage, have been known to remain here all the winter. The whole number of species seen during the summer does not, probably, exceed one hundred and eighty.

ZOOLOGY.

The animals indigenous to this Province do not exceed forty in number. The following list presents the greater part of them :

Bear, common black,	} Carnivorous.	Common Deer,	} Ruminantia	
— of Canada,		Reindeer or Carriboo,		
Mole (two species),		Elk or Moose.		
Bat,				
Raccoon,			Rat (two species),	} Rodentia.
Wolverine or Indian Devil,			Mouse (three species),	
Martin,			Musquash or Muskrat,	
Mink,			Beaver,	
Weas. (two species),			Woodchuck,	
Skunk,			Squirrel (three species),	
Otter,			Porcupine or Hedgehog,	
Wolf,			Hare or Rabbit.	
Red, grey and black Fox,				
Silver Fox,				
Catamount (not common),				
Lynx, or Wild Cat,				
or Loup Cervier,				

Reptiles.

There are but few reptiles in the Province; we extract this notice principally from Dr. Gesner's work on New Brunswick :

Qurtle—two or three species.

Garter Snake, }
Green Snake, } Are not poisonous.

Black Snake—is said to be venomous; it is not very common.

Bull Frog and Spring Frog.

Toads—two varieties.

Salamanders—three varieties.

The most useful among the wild animals that inhabit this Province are the deer, cariboo and moose. They are not very numerous, except the cariboo, which are sometimes found in droves of ten or twelve, chiefly inhabiting plains and morasses, in which they are frequently shot in the autumn. The flesh of each species is considered very delicious, and the skins are held in much esteem, as they make excellent and warm materials for coverings for travellers, either in sleighs or coaches during the winter.

The most ferocious and dangerous inhabitant of the forest is the bear; though he subsists during the summer time principally on berries, still he is carnivorous, and will attack sheep and cattle, and sometimes man; there are, however, but few instances on record where this has been the case, except by the female when the cubs are young, or after the animal has been wounded. Bears lie in dens during the winter in an almost dormant state; they are commonly said to suck their paws for sustenance. The wolf, catamount, and Indian devil, are ferocious carnivorous animals; the latter are very scarce, seldom in fact heard of; the former have within ten years been numerous along the western borders of the Province, but during the last three years the number has considerably decreased. The mink, martin, fox, lynx, or loup-cervier, muskrat, racoon, otter and beaver, are in great repute for their furs. Muskrats, foxes, the lynx, and martin, are very numerous. Otters still abound in the rivers and tributary streams of the northern part of the Province; but the beaver, which is considered only second to the otter in the fur market, is now almost extinct except in the Restigouche and its tributaries. In fact, many of these animals, together with the Indian tribes, who have been their principal exterminators, are fast disappearing, and at no very distant period, will only be spoken of as matters of history.

There are few countries on the American continent affording a greater variety to the sportsman, than New Brunswick; besides the feathered tribes which were the subject of the last section, its rivers, lakes and bays teeming with fish of every kind, the same wide domain, also, affording on its shores abundance of the marine tribes, the forest affords ample scope and pay to the more adventurous huntsman. In addition to the amusement these pursuits afford, they are all not unattended with profit. The early settlers have derived assistance from the salmon, trout and other fish of the lakes and rivers, as well as from the variety of wild fowl, and the cariboo and moose of the forest; the former sometimes weighing from 200 to 300 pounds; the deer somewhat lighter, and the moose from 800 to 1400 lbs. made no inconsiderable addition to the poor man's larder. Of late years, however, these occupations have been followed by many whose time might have been better employed, and whose necessities have required every day's work. Hunting and fishing, like gambling, are very alluring, and should therefore not be indulged in by any, especially by the poorer classes, to a greater extent than they can well afford.

BOTANY

Is confined, principally, to a description of the indigenous trees in the Province, their use, and the quality of the land upon which they grow, for agricultural purposes.

The forest trees of this Province are, arbitrarily, divided into two great classes, hardwood, and softwood; those which drop their leaves in the au-

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tumu (except the hacmatac) are of the former, and those of the evergreen tribe are of the latter class.

Species of Hard-wood, and their use.

MAPLE.—There are several species of the maple, as the Rock-maple, White-maple, Red-maple, and Moosewood;—there are also other varieties.

Rock-maple.—The “hard maple,” “curly maple,” and “bird’s eye maple,” are varieties of the rock maple, all of which are found in great abundance throughout the Province, and are highly saccharine. This maple is the most valuable of the indigenous trees of North America; the soils most suitable to its healthy production are the alluvial meadow lands along the margins of rivers, and the gentle acclivities of hills; it is seldom found growing thriftily, either in swamps, or on the tops of the higher elevations. Maple wood, when seasoned, is capable of resisting great pressure, it is of a light color, heavy, and compact in texture, and when not exposed to moisture, is very durable. The most important uses to which it is applied are in the manufacture of furniture, and that of sugar. The beautiful varieties of appearance presented by its surface, when dressed by the cabinet makers, renders it highly valuable to him, and it requires no artificial appliances to display greater beauties than can be found in almost any other species of wood. It is surprising that the upholsterers of England have not become better acquainted with it, more especially as the curls, dots, and “birds eyes,” of well selected specimens, are far superior in elegance and variety to mahogany, and many other more expensive woods, now in general use, while we might suppose that its cheapness would be a powerful recommendation.

The sap of the rock maple is used in the manufacture of maple sugar; it is allowed that the average produce of each tree is a little over a pound weight. When properly manufactured, the sugar is very delicious, and is wholesome and even medicinal. In a pecuniary and commercial point of view, this manufacture is very profitable; the quantity made in the Province in 1851 was 350,957 pounds, worth at least £10,000 currency. The maple grows to a great size, sometimes exceeding two feet in diameter at the lower part of the trunk, and frequently being more than 60 feet in height. All land producing a thrifty growth of rock maple is of the best quality for agricultural purposes, especially for English hay, the soil being generally of a deep rich black color and highly alluvial.

The white maple; its sap is slightly saccharine; it grows generally on flat, swampy land, though it is sometimes found on dry soils, but seldom of a large size. In situations favorable to its growth it attains a more lofty height than the rock maple, though rarely so large at the bottom of the trunk; the wood is very light, elastic, and flexible, yet possesses great strength, and is employed in the manufacture of agricultural implements, such as carts, barrows, ploughs, axles, ox-yokes and carriage shafts. The bark is used in the manufacture of ink, and when applied with copperas, a good black dye is produced.

The red maple is similar in many respects to that last described and is produced in similar situations, preferring moist ground. Neither of them are any indication of the quality of the soil except when they grow very large and thrifty. The wood of the red maple is employed for poles, fuel, other domestic purposes, the saplings make good hoop-poles, and the bark mixed with alum makes a good dye. Both these species are highly orna-

mental, especially in the autumn, when the frost sets in, and the leaves assume all colors and shades from purple to yellow. These trees retain their foliage longer than almost any other in the forest; the ashes of all the maples are largely used in the manufacture of soap.

Moose Wood does not grow to any great size, seldom exceeding 15 or 20 feet in height, with a proportional thickness; the timber is little used; these trees are never found in groves, but are generally interspersed through the forest.

Dogwood, or *Mountain Ash*, is also of little use as timber, though highly ornamental, producing blossoms and scarlet berries. It is much used for medicinal purposes, and its bark is a fine tonic.

The Beech, of which there are three kinds, the *common beech*, *white beech*, and *red beech*, abounds through the whole of New Brunswick. Ridges covered chiefly with a growth of this tree, are found in many places, extending for ten miles. The beech, when confined, grows to a great height, frequently attaining 60 feet, and when the young sprouts are planted in the form of hedges, and properly trimmed, it becomes useful as well as highly ornamental. The soil congenial to the growth of beech is inferior for agriculture; when brought into the state of burnt land, it will produce two good crops, but when broken up by the plough one only can generally be taken from it, and it requires annually a large supply of manure. The beech produces at intervals of three or four years large quantities of nuts, but the blossoms frequently suffer from the late frosts of the spring; when this crop is abundant, large droves of pigs are driven among the trees in the autumn, where they soon get fat, but the pork is somewhat oily. The timber is close grained, heavy, and durable when kept either wet or dry, but the principal use to which it is put, besides that of fuel, is in the manufacture of staves; there is no wood of American growth, which, when dressed, presents so smooth, close, and glossy a surface; hence it is much used for "sled-runners" by lumbermen and new settlers, in places where access to iron is difficult and costly, and, in an economical point of view, sleds thus built are no bad substitute for those with iron shod runners. The white beech is found to be an excellent material for the handles of carpenters tools, also for musical instruments, and cogs for mill machinery. The red beech is very durable, and is much used for spokes for wheels, and for ploughs, harrows and other farm utensils.

Oak.—There are two kinds, the *grey oak*, and the *red oak*; the principal difference is in color. This tree grows to a great height, frequently that of 70 or 80 feet, being over three feet in diameter; it very commonly rises fifty feet without a branch. The timber is heavy, porous, elastic, and durable, and is principally used for ship-building and agricultural implements; but is rarely exported, except for ship-building, and then only to a limited extent. It grows most luxuriantly on deep alluvial soils, similar to those producing the rock maple, among which it is frequently found intermixed. Its appearance indicates a good soil, suitable for farming pursuits.

Birch.—There are several species and varieties of the birch, known as the black birch, white birch, or canoe birch, yellow birch, and grey birch.

The *black birch* is much used in ship-building, for which it is only second to hachmatac or juniper; the cabinet-maker employs it in the construction of tables, bedsteads, and various other kinds of furniture; for which its diversified and frequently variegated appearance, presenting stripes, spots, birds eyes, and scrolls of various colors, renders it well adapted. It is very du-

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rable and close grained, and frequently attains great height and size of trunk. Large quantities of the timber are annually exported to Britain, and in this country the bark is much used by tanners. It is found most plentifully on a deep alluvial soil, and its presence always indicates good land.

The *white birch*, to which the *canoe birch* is nearly akin, generally grows upon poor dry soils, but in some places where it thrives, the land is found productive, as in many spots along the margin of the Northumberland Straits, and near the rivers emptying therein. The white birch is met with in large groves, interspread with spruce fir, pine and others of the same class; it generally assumes a tall slender appearance, often reaching 50 or 60 feet in height, and not more than 10 inches in diameter at the base. Sometimes, however, the canoe birch extends 70 or 80 feet upwards, with a length of 60 feet without limbs, and a diameter of two feet. The wood is not durable or strong; being of fine grain, and light; it is much used by wheel wrights, and in the manufacture of chairs; and when the sap is extracted, which is done by boiling it in water, dishes and other turnery ware are made of it. The best charcoal used in this country is burnt from this wood; and the bark is employed for a variety of purposes. Boxes are constructed of it, by a peculiar mode of folding, and being light, durable, and easily handled, are found remarkably convenient in sugar making, being placed under the spout to receive the sap as it runs from the tree. Vessels are also made of it for other purposes, and the paper like quality of the inner lamina renders them an occasional substitute for writing paper. From its close and compact texture, it is found useful in adding warmth to a house when placed in sheets between the rough boarding and outer finishing. The Indians construct their canoes of the same material, and some of them are of sufficient size to carry ten or twelve persons;—and before civilization had made any advance among them they enveloped their dead in a sort of coffin of the same material, many of which have been exposed by the encroachment of the sea, still in a perfect state. The ingenuity of the native tribes, in manufacturing fancy boxes and other articles of this bark, ornamented with colored porcupine quills and strips of various kinds of roots, is well known; and they generally command a market in Europe as well as in America.

The *yellow* and *grey birch*, like the black birch, both require a moist soil, and are frequently found in swampy land. They seldom attain a great height, but have a short thick trunk. The timber is of a close, compact texture, and very durable under water; it is used in considerable quantities for ship-building, and the export of black and yellow birch from this colony is carried on at a very extensive scale. Both these species are usually found mingled with ash and fir. The white birch is used for some purposes, but not to a great extent.

Ash.—The several species known in this Province are the *white ash*, *black ash* and *yellow ash*.

The *white ash* is not found in groves, but is scattered through those of rock maple, elm and oak; it is sometimes met with in swamps, but is then of inferior growth. Wherever it is produced thriftily, the land is strong and highly productive. It often rises to the height of sixty feet, with a diameter of about two feet. The wood is white and very elastic; when bent, it retains its position afterwards, and is much used for making oars, staves and agricultural implements.

The *black ash*, like the white, requires strong moist soil; it thrives best

in groves in flat alluvial lands, on the margins of brooks, and near the bottom of gentle acclivities where the soil is deep. It attains about a similar magnitude with the white ash, and is used for the same purposes; but in consequence of the annular rings being easily separated, by percussion, it is employed in the manufacture of baskets and chairs.

The yellow ash is abundant all over the Province; it is found in low swamps, and generally in large groves. It is not much used, except by coopers for hoops, and never grows to a large size, seldom exceeding six or eight inches in diameter, with a tall, slender stem. Wherever it flourishes, the land is strong, though very wet, and hard to bring into a state of cultivation.

Poplar.—There are several species of the poplar, viz: the *white poplar*, the *balsam poplar*, and the *common poplar*.

The *white* and *balsam poplars* are not very plentiful; the wood of both is of a light brittle nature, and they are consequently of little use except for ornamental purposes or shelter round gardens or inclosures.

The *common poplar* is very abundant throughout the Province, it grows in a variety of soils, both arid and moist. In dry situations it is generally mixed with a small growth of spruce and white birch, and the soil is not strong; but on moist land it is frequently accompanied with black ash, alder, and a low shrubbery, and here the soil is good and adapted for tillage. It is of stately growth, ascending 50 or 60 feet from the ground, with a long straight stem and without limbs; it is often found two feet in diameter. The wood is of a whitish color, and of light porous texture; and is much used in the construction of sleighs, waggons, and other vehicles, and also, in the inside finishing to rooms.

Willow.—There are some varieties of the willow scattered over the Province, but none of them are applied to any useful purpose, except for ornament along the banks of streams and round inclosures.

Butter-nut or *Wal-nut.*—This tree sometimes rises to the height of sixty feet, and is of proportionate diameter, its growth is not common to all parts of the Province; although it can be cultivated. A ridge, known as *Butternut ridge*, in the north east of Kings' County, is the principal place where it is produced naturally. The timber equals in color the old English Oak, and the open rafters of St. Ann's Chapel in Fredericton, afford some fine specimens.

Elm.—The elm grows luxuriantly on the interval lands along the banks of rivers, and in meadows, where it is highly ornamental; it is of greater height, and diameter than any of the trees we have enumerated; having been known to reach 100 feet and to be four feet in diameter. The wood is very elastic and strong, and is generally employed in the construction of implements of husbandry and for domestic purposes. There are two species, the red elm, and white elm; both stately trees.

Hazel.—This is a low shrub, producing nuts; it generally grows on rich land, and is to be found in most parts of the Province; it might easily be cultivated.

Wild cherry.—The wild cherry tree seldom assumes any great magnitude, generally appearing more like a shrub than a tree; it grows abundantly in all new clearings. The wood is rarely of suitable size for any useful purpose. It produces a fruit which is not unpalatable, and if transplanted, would make good stocks for grafting the finest kinds of cherry.

Choke cherry.—This is a low shrub, growing along the borders of lakes,

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and rivers, and in bogs. The berries are very astringent and not palatable.

Thorn.—This tree rarely attains as great a size as an apple tree; it produces haws which afford food for partridges and other birds. If cultivated in the form of hedges, it would be both useful and ornamental; it is somewhat scarce.

Alder.—This is a low shrub to be found almost every where, but principally in low, swampy, and moist land. The wood is little used except as charcoal.

Hornbeam.—The hornbeam requires a rich, deep soil, similar to that producing the white ash, rock maple and oak; it seldom grows more than 30 or 40 feet in height, with a corresponding diameter. The wood is much used in the manufacture of agricultural implements.

Species of Soft Wood, and their uses.

Pine.—There are three species of pine, natives of the Province; the white pine, red or Norway pine, and the grey pine.

The *white pine* is the straightest, largest and most lofty tree in the North American forest, frequently acquiring the height of 160 feet, and a thickness of four feet; indeed one may occasionally be found as high as 200 feet, and with a diameter of five feet at the butt. The wood is the most universally employed of any in the Colony; it is used in the finishing of edifices of every description; masts for larger class of ships are made of it, and deals, boards and square timber are all sawn from its trunk. The internal portion of the tree is found to be very durable, when free from sap and knots; it is much used by cabinet makers. Wherever this species of the pine abounds, the soil is generally sandy, and not very favorable for the farmer; however very large and thriving trees have been met with, intermixed with every variety of hardwood, along the banks of streams; showing that it will grow in almost all varieties of soil; its presence, therefore, is not at all times to be taken as a good indication of the quality of the land.

The *red pine*, frequently called the *pitch pine*, and *Norway pine*, is highly impregnated with resinous matter; and is very durable; it does not attain more than half the size of the white pine, and a dry sandy soil is best suited to its growth. In consequence of its inferior size, and its having a very thick sap wood, it is not so much used as the white pine.

The *grey pine* is a mere shrub, growing in poor sandy districts, which are entirely unfit for agriculture.

Juniper.—This tree, which is also known by the names of *larch*, *tamarac*, *haematac*, but most commonly by the latter, is very common throughout New Brunswick; it grows on a variety of soils, but never attains perfection on very high land; the lower and more swampy the soil, the better is the quality of the timber. Its diameter seldom exceeds two feet, but in confined and crowded places, it attains a great height. This wood is of incalculable value for ship-building, railway sleepers, foundations for wooden buildings, mill machinery; and other similar purposes, where it becomes alternately wet and dry. Hence arises the well known character, both for strength and durability, of ships constructed of this material, which are universally preferred to those built of any other North American timber. The tree is deciduous though reckoned among the soft woods.

Fir.—This evergreen is very plentiful throughout the Province; the soil on which it grows is well adapted for agriculture, and it often happens

that land formerly covered with hard-wood, when allowed to relapse into forest, produces fir in great abundance. The wood is very durable when kept wet, and is used by coopers in the manufacture of buckets, tubs, barrels, and other similar utensils, ; when of sufficient size and soundness which is not often the case, it is sawn into deals and boards. The resinous matter with which the bark is strongly impregnated renders it medicinal, and the young trees planted round buildings and inclosures, besides affording shelter from winds and storms, would be both wholesome and ornamental.

Spruce.—There are two kinds of spruce, the *white* and the *black spruce*.

The *white spruce* is an inhabitant of moist land, and its abundance indicates that the soil is strong and of good quality. It generally grows large enough to be sawn into deals, and is never found in groves. The small branches of this tree are used, when young for making a wholesome drink, called spruce beer.

The *black spruce* is the most common evergreen peculiar to the Province ; it is found in large groves, and on a variety of soils ; on the top of hills, and in the cariboo plains, it assumes a scrubby character, while where much crowded the trees are often not more than six inches in diameter with a height of forty or fifty feet clear from branches ; thus furnishing good material for fencing, and a grove of this description called a poll grove is highly useful to the farmer. On more undulating grounds this tree is second in height only to the pine and acquires a proportionate diameter. The land best adapted to the spruce is light and loamy, and where other descriptions of trees are intermixed, is found to be good tillage land. The importance attached to the use of this wood, which ranks next to the pine for deals, boards, and battens, is shown by the immense quantity of those articles exported from the Province. In 1851, these two species gave their principal employment to 4,302 hands, 584 saw-mills, and a large fleet of ships.

Cedar.—There are large groves of this species in many parts of the Province ; it is produced on low swampy land, but where the growth is thrifty, the soil being alluvial is considered strong, though cold and springy. The timber is light and durable, and is therefore much esteemed for fencing, and for making shingles. This tree does not grow to a great size, and is frequently thick in proportion to its height, except where it may be numerous and crowded.

Hemlock.—This species of evergreen is generally found mixed with rock maple, spruce, yellow birch, and beech. It requires a moist heavy soil, which by the application of lime, becomes good tillage land. There is not the same symmetry in the appearance of the hemlock, as in that of the spruce, it seldom grows so high but is much thicker. Large trees are rarely sound at the lower part of the trunk, and therefore the wood is not so much used as the spruce, though more durable under water. It is employed principally for wharves, fences, and bridges, the greater part of which is submerged. The younger growth, being sound, has of late been exported for railway sleepers ; it is also much used for lathwood. The bark is highly important in the manufacture of leather.

The following summary may be taken, though not without some slight exceptions, as a general directory to those traversing the New Brunswick forests, in search of land for agricultural operations :

First class soil.—This class of soil is generally wooded with oak, elm,

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rock maple, alder, white ash, and hazel.

Second class soils.—This class is usually interspersed with rock maple, black birch, fir, beech, spruce, and hemlock, or with black ash, horn bean, and cedar.

Third class soils produce black spruce, wild cherry, and white birch.

Fourth class soils are covered with pine, haematac, spruce, white maple swamp ash, and poplar.

Notwithstanding the foregoing arrangement will be found generally correct, still a great deal depends on the thrifty and luxuriant appearance of the several descriptions of trees.

It will be almost universally the case that land covered with the various kinds of hardwood, is richer than that producing softwood; this arises from the nutriment and warmth annually afforded to the soil by the falling of leaves and other decayed matter. And when hardwood land has been once cleared, and allowed again to grow up with soft wood (which always follows, and vice versa) the second growth, is softwood, always detracts from the strength of the soil, while on the contrary hardwood will improve it. This is more especially so, if one or two crops of grain, or other agricultural produce have been taken, as is often done, before the land is allowed, in this indolent manner, to revert to its original state.

GEOLOGY.

It will be foreign to our present purpose to enter, in detail, upon this wild field of inquiry. There are several works extant with reference to the Geology of this Province; the principal being Dr. Gesner's explorations and reports, made, under the direction of the New Brunswick government, between the years 1838 and 1844. We may also notice the report of Professor Johnston, in 1850, made under a similar authority. These reports were respectively illustrated with maps, shewing the Geological divisions of the Province. The survey made by the Professors had, for its principal object, "the agricultural capabilities of the Province," and he only entered upon the geological field, as far that science indicated its agricultural capabilities "by its geological structure."

It is generally admitted, however, notwithstanding these explorations, that our knowledge of the Geology of New Brunswick is still in an infant state, nor will this excite surprise when we reflect on the fact that in much older countries, countries too in which empires have existed for ages, and in which art and science, assisted by ample means and by commercial enterprise, are only now developing their resources of this nature. New mines of mineral wealth are being discovered beneath old cultivated fields, and time honored cities; and there can be no fair comparison instituted between this Province, still retaining its youthful character, and whose discovery was almost of yesterday, and those older countries of Europe, hoary with nationality; where, however Geological improvement and developement seems to be only on the dawn. It must be remembered that this Colony was in the lifetime of many still enjoying health and strength, "a wilderness and a solitary place," and until very recently, there was no place found for it on the map of the world. Even after its position was recognized, and mapped on a small scale, it has been hidden from any enterprising observation by the great Province of Canada; on the north-west, by Maine, a member of the most powerful Republic on the face of the earth, on the south-west and

the invaluable Province of Nova Scotia, projecting far into the Atlantic on the south-east; while the fertile island of Prince Edward intercepts it on the east. There is no one, however, who may have cast a casual glance at this Province, and who may possess a slight knowledge of the agricultural and mineral wealth of the countries surrounding it, but will be justified in the conclusion, that, in addition to the resources already partially developed, there is still a nation's wealth lying dormant in its bowels.

In turning from a general to a more particular description of the Province, so far as the geological explorations have gone, it will be comprised in the following principal divisions, namely: the grey sand stone; the upper Silurian system; the Cambrian system; the granite region; the lower Silurian system; red sand stone, and trap.

The *Grey Sand Stone*, or coal formation, is the most extensive. This field extends from Bathurst harbor, in the Bay Chaleur, nearly in the direction of St. Andrew's, on the Bay of Fundy, and to within about five miles of the county of Charlotte; thence nearly direct to Butternut Ridge, and thence to Bay Verte, including the principal part of the county of Westmoreland; from the Nova Scotia boundary its limit runs along the eastern coast to Bathurst harbor. The area included within this outline, amounting to 7,000,000 acres, is over one-third of the contents of the whole Province. The outcrops of coal have been discovered in every one of the seven counties partaking of this formation, viz: on the Orimocto and Nashwauk rivers, in the counties of York and Sunbury; on the Grand Lake and its tributories, as well as on the Washademook river, in the county of Queen's; on the Petitcoudiac river and its tributories; on Little Shemogrie and Aboushagan rivers, in the county of Westmoreland; on the Coganne, Buctouche and Richibucto rivers, in the county of Kent; on the Miramichi, in the county of Northumberland, and on the sea board between Bathurst harbor and Caraquet Bay, in the county of Gloucester. Coal has also been discovered in the county of Albert, and on some parts of the coast near the head of the Bay of Fundy.

The *Upper Silurian System* includes the northern region of the Province; the counties of Restigouche, Victoria, and parts of Carleton and Northumberland, being another third of the whole area. Little has yet been ascertained as to the geological character of this section, as the explorations have been very limited; but the extent and quality of the land are, beyond dispute, highly favorable for agricultural settlement. Small tracts are covered with granite, trap, gypsum and limestone, and iron ore is found in great abundance at Woodstock, in the county of Carleton. The strata of this system consists of a series of beds lying above each other, and, according to geologists, frequently abound in organic remains. Much further investigation is required before any opinion can be formed as to the real character of this division, or as to the application of its minerals to the commercial advancement of the Province.

The *Cambrian System*, or clay slate rocks, forms two tracts or belts; one of which extends from Bathurst harbor through Gloucester, Northumberland, York and Carleton to the American boundary; the other, divided from the first by a narrow ridge of granite, gniess, &c., runs from Gloucester through Northumberland, York, Charlotte, and parts of Sunbury, Queen's and King's.

The *granite region*, with the exception of a few spots in Charlotte, St. John, Queen's, and some other places, is principally confined to a ridge ex-

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tending from Bathurst harbor to the Chipitneticoek Lakes, on the St. Croix river.

The Lower Silurian System extends from the gypsum quarries, in Albert county, along the Bay of Fundy, in a narrow ridge through St. John and Charlotte counties. It is composed of rocks of a slaty nature, and, in this Province, indicates poor land.

Red Sand Stone, or Lower Carboniferous System.—This formation is met with in the counties of Westmoreland, Albert and King's. There are also some tracts in Restigouche, Carleton, St. John and Charlotte counties. This formation comprises a great variety of soils, much of which, however, when properly managed, is highly productive.

Trap.—The extent of country over which this division runs, is not very extensive in any one place; yet there are beds of it interspersed throughout most of the others, except the carboniferous or coal formation. The counties of King's and Restigouche contain the largest extent; and in them, and other parts of this Province, the trap, syenite, or felspar rock, is too hard to allow the atmosphere to have much influence in decomposing, as is the case in some countries. Thus the lands included in this division are difficult and costly of cultivation.

Having thus defined the main divisions of the Province, as laid down by geologists, we will attempt to describe, more practically, those minerals which enter, or ought to enter, economically speaking, into the commercial operations of the country: these principally consist of iron, coal, lime, gypsum, &c.

Iron is found more or less extensively in all parts of the Province. Along the margin of the river Saint John and its tributaries, as far as explorations have yet gone, this one appears to be most abundant. Professor Johnston, speaking cursorily of the ores of the Province (page 141), says: "Ores of iron abound in some localities, and especially the hæmatite variety, now smelted in the neighborhood of Woodstock. In the absence of coal, this ore may be smelted, as somewhat similar ores are in Sweden, so as to form a valuable article of home production for home use, and even for exportation; but it cannot hope to compete, in the great iron market of the world, with the productions of the various quick-working furnaces which are fed with fossil fuel." The Professor here refers to the tardiness connected with the manufacture of iron without coal ("fossil fuel.")

A bed of iron ore exists within three miles of Woodstock. "These beds of iron," says Dr. Gesner, in his third report, "can be traced to the distance of half a mile; they doubtless extend to a great distance, and may be found crossing the Saint John. The ore itself is distinctly stratified, and conforms to the position of the strata of slate; and the difference of quality in different beds is not such as will materially affect its properties for working in a furnace. The ore is a compact red or reddish-brown hæmatite, or the hydrous per-oxide of iron. Wherever it is exposed to the atmosphere, its color becomes changed to black or dark blue. The analysis of a specimen, from the middle of the bed gave—

XXXVII. Per-oxide of iron,	78,40
Silica,	1,20
Alumina,	5,80
Water,	12,60
Per-oxide of Manganese, a trace.	—
	98,00,"

According to Dr. Gesner, this bed of ore is separated by two strata slate of great thickness; the ore lies in three separate strata, respectively, of 28, 15 and 27 feet, making the "total thickness of ore 70 feet." A foundry has been established in this vicinity; and in 1851, there were 770 tons of iron smelted.

There are many other localities in which excellent iron ore has been discovered. A large deposit was found in 1828, on the Merepis road, and river St. John, below Fredericton, by Dr. Gesner, who speaks of it thus: "I was unable to ascertain the exact width of this bed, on account of the collections of detrities always covering a part of the basal. Its thickness was uncovered at one place to the distance of 20 yards, and at another no less than 60 yards. It doubtless exceeds the largest of ordinary deposits of this kind, and would supply the whole of America with iron, for many ages. Being exposed on the surface, it can be quarried like freestone; and its removal and use are rendered easy on account of its slaty structure, which allows it to be broken up with the greatest facility. Three varieties of the ore were found, namely, the hydrate of iron, argillaceous oxide of iron, and hæmatite; upon an average, they will yield forty per cent. of pure iron, a richness seldom possessed by the ores extensively worked in England. Every advantage is afforded for manufacturing the iron of this bed. It runs through a forest of hardwood, that will supply an abundance of charcoal, and limestone was afterwards found, suitable for a flux, within a short distance of its range. But should there be no enterprize to erect furnaces for the smelting of iron, the time has arrived when it will yield a profit by being shipped to England and the United States. Its proximity to the navigable Saint John, and the sea, are objects of the highest importance: and many years will not pass away before it will meet the demand now supplied by other countries. The value of such a discovery, although by no means complete, is too obvious to require a remark."

Feruginous matter is very abundant throughout the Province; almost all the rocky deposits appear to contain a large portion, and hence arises the difficulty, and (without a great deal of care and attention) the uncertainty of making surveys of land with instruments governed by the magnetic-needle. Still the country is too young to adopt the remedy, the Theodolite. In the first place, the cost of purchasing such instruments to the Surveyor, and secondly, the cost to the employer in having surveys executed with such instruments, will not, at this early stage of the progress of the Province, warrant its general adoption; the time, however, is not far distant when necessity will compel the use of this improved instrument, especially in the public surveys. It is somewhat astonishing, especially to the European Engineer, who has long discarded the use of instruments directed by the magnetic needle in the surveys of his own country, to see with what accuracy a Provincial surveyor, who understands his business, will, with a good instrument of the old description, make his surveys close, even through the thickest woods and for a long distance. The writer, while running the division line between the Counties of Sunbury and Queen's, on the north-east side of the St. John, experienced a difficulty of this nature. Immediately after crossing the Gaspereau river, (one of the tributaries to Grand Lake,) whose banks are very high, the magnetic needle showed strong indications of the presence of iron ore; which on examination, was found to extend about one third of a mile from the river, in the direction of the survey; and the instrument became utterly useless in extending the line over this

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feruginous section. The ore appeared similar in quality to that discovered by Dr. Gesner on the Merepis road and the St. John river; and there is probably a large area of this ore between the Gaspereau and Salmon rivers.

Coal.—If we consider the extent of surface covered by the coal formation of the Province, the difference in the depths or thickness of the veins found in the deposits already discovered, as well as the various qualities they display, we may fairly come to the conclusion that the coal region of this Colony is of vast importance to its future prosperity.

The Asphaltic coal, or Alhertite, as it is some times called, of Albert county, which is so highly esteemed on this side of the Atlantic, especially for the production of gas, though an anomaly, forms beds of great thickness; and it certainly widely differs, both in its position and properties, from any of the other varieties of coal which have been hitherto found either in the United States or in the British North American Colonies. In addition to this highly bituminous mineral, the Province possess the common or ordinary bituminous coal, cannel, anthracite, and lignite coal: it has, in fact been discovered in nearly forty different places, yet the quantity raised is exceedingly small. It is universally admitted by those best acquainted with the agricultural capabilities of the Province, that, if manufactures were established they would form centres, as it were, of trade and industry, and thus create markets for the produce of the farmer: and that the culture of the land would consequently flourish to a greater extent than has yet been experienced in our Colonial History. It is well known too, that both these branches of industry, when in a healthy state, re-act on each other, and promote a natural prosperity; and if agriculture be considered the foundation, as many statesmen contend, of national wealth, yet unless the superstructure be added, the building is incomplete, and all parts of it are comparatively useless. If this reasoning be correct, we may appeal to the experience of the most thriving districts in England and the States, for ample proof that this superstructure cannot be raised, in the present state of manufacturing science, without an abundant supply of fossil fuel. Steam is now the great agent in every branch of manufacture, as well as in the most economical and expeditious mode of transit, and it follows, of course, that no establishment of that nature can be successfully planted, without a full development of the mineralogical character of the country.

It may perhaps be contended that we might produce many of the articles used in the Province by substituting wood for coal. To a certain extent, for a limited period, and under a high restrictive system, this might perhaps be done, but there can be little doubt that it would be ultimately injurious by destroying foreign intercourse and commercial connection, the only safeguards against Provincial retrogression. And the products of our manufactories, limited and expensive as they would be, could not enter the foreign markets, in competition with those of the countries in which coal is employed as the primary agent.

It follows, therefore that, among the numerous branches of Provincial industry requiring the attention of our Legislature, as well as of the public in general, none stands more prominently forward than the development of the coal formation of the Province. An immediate, thorough and practical exploration and a full report of the extent, quality and position of its various coal deposits, by persons of competent authority, is a desideratum of no small importance both to the agricultural and commercial interests of the Colony. In support of this view of the subject, the following

extract from the report of Professor Johnston, before referred to, will, we are certain, be conclusive with all who have bestowed due attention on the subject:—"The existence of available beds of coal in the Province, has hitherto been looked upon more in an exclusively manufacturing and mercantile, than in an agricultural light. Iron ore is said to be abundant, and if coal could be found to smelt it, centres of industry would spring up; which would enhance the price of agricultural produce in their neighborhood. This is true, but the actual existence of the coal would render unnecessary the large growth of wood for fuel, and would thus set free a great extent of land for the exercise of rural industry, and the growth of corn. On the other hand, if this iron is to be smelted with wood, the extent of the manufacture, however, desirable in other respects, would greatly increase the demand for fuel, or of land to be kept in perpetual forest, and would, in like proportion, lessen the agricultural resources of the Province.

The existence, and possibility of profitably working beds of coal in New Brunswick, is as important therefore to the agricultural as it is to the other interests—to the development of the agricultural resources of the different parts of the Province, and to the formation of any thing like a correct estimate of the extent of those resources."

Lime-stone.—This useful substance is principally composed of lime and carbonic acid, and has been discovered in almost every county of the Province; its extent and uses for building, and especially for agricultural purposes, require no further notices than those given under the heads of agriculture and commerce, and in the description of the several counties, where the other rocks and minerals are also referred to.

Gypsum is known to exist in several localities in the Province, but more abundantly in Restigouche, Victoria, Gloucester, Kings', Albert and Westmoreland counties; in the three latter, nearly in the direction of the Railway now in course of construction between Shediac and Saint John. The uses of this valuable mineral are similar to those of lime, and in an agricultural point of view, as well as for exportation to the United States, it is highly important. It is composed of lime and sulphuric acid.

Copper.—A deposit of copper ore, said to be of great value, has recently been discovered on the property of the Messrs. Bull, about six miles below Woodstock. Should this turn out to be sufficiently extensive to be worked profitably, it will be an important addition to the minerals of the Province, and form no small item in the St. Andrew's railway traffic.

Lead is reported to exist at or near Horton in Kings' County, Campo Bell's, Tobique and in some other parts of the Province.

The following list of the rocks and minerals of this Province, is extracted from "New Brunswick," by Dr. Gesner: (p. 353.)

Granite,	Iron Ore (abundant)
Syenite,	Hornstone
Roofing Slate	Thompsonite
Porphyry	Stilbite
Mica Slate	Apophyllite
Limestone	Hornblende
Hydraulic Limestone	Feldspar
Marble	Chlorite
Alum Slate	Garnets
Coal	Talc
Graphite or Plumbago	Asbestos

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Ochres
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 Manganese Ores
 Galena or Lead Ore
 Grindstones
 Freestone
 Sulphuret of copper
 Amethyst
 Agate
 Jasper

Magnesite
 Sulphate of Barytes
 Gypsum
 Potters clay
 Fireclay
 Sulphate of Iron
 Tourmaline
 Serpentine
 Iron Sand
 Isarine

Springs.

Salt
 Sulphureous

Carburetted Hydrogen
 Feruginous.

A more detailed description of the minerals of the Province, will be found under the head of the Counties, hereafter described.

REVENUE.

The subject of general revenue is one of so wide and varied a nature, that it is extremely difficult to arrive at a principal on which to base our reasoning or our calculations. It is true that wherever man is found in a civilized state, there must be a revenue raised for the support of civil and military organizations.

Next, the great question of principle arises, whether this revenue should be raised by *direct* or *indirect* taxation, or whether both modes should be resorted to. It has hitherto been the practice of most nations to levy taxes, by legislative enactment, on nearly all articles imported from foreign countries; and even articles of export have, under some circumstances, been made subject to such restrictions. Most political economists, however, now agree that raw material imported for the purpose of manufacture, ought to be unburthened by any impost.

Although the principal part of the revenue of all countries is paid indirectly by the consumer of the goods taxed, yet it is difficult to induce the people in general to submit to a direct tax for the same purposes. The adoption of a judicious system of municipal corporations by a public sufficiently intelligent to carry it out, would, perhaps, be the first step for such an object, by giving the people power and control over the funds raised for local improvements, and, consequently, over their own wants of that nature. This would tend to lessen the amount of legislative duties, and diminish the sum required for general objects, as well as probably secure a more wholesome expenditure of the monies raised by local and direct taxation on local objects and improvements. The opinions, however, differ, as to the results of these institutions, and but few countries have yet adopted them. We have information of the satisfactory working of the municipal principle in the United States and in Canada, where it has been sometime in operation. There is one condition absolutely necessary to the successful working of any law in a free country: that it should be satisfactory to the main body of the people; and this is more especially the case with regard to any enactment of the nature we are now speaking of; which requires, also, in those to whom its operations are entrusted, a well directed intelligence, a general knowledge of public business, and of the wants of the people, to-

gether with due attention to the observance and administration of its regulations.

We should be happy to see a good, wholesome law of this nature in operation in New Brunswick, where the increasing intelligence, and business-like habits of the people are sufficient to warrant its adoption, and to induce the belief that they would soon see the advantage and economy of local and direct taxation for all local purposes, the fund being both raised and applied by officers appointed by themselves for educational and such other objects as they should themselves direct. The law now on the face of the statute book of the Province, the adoption of which is left optional with the people of any county, appears to be a mere initiation of the principle; and is not likely to diminish, but rather to increase the labors of the Provincial Legislature. It is true that it gives the people power to tax themselves for the advancement of education, and other local purposes; but it makes no provision for the payment of the principal officers. We hold it as a principle, that the laborer is worthy of his hire, and have ever observed that unremunerated labor is seldom worth having, being, for the most part, negligently or slovenly performed.

This Province, since the year 1837, has had the control of all "hereditary, territorial, and casual revenues, and of all sales and leases of lands, woods, mines and royalties" within its limits; upon condition of its raising the annual sum of £14,500 as a civil list. This sum, with the exception of £1000 per annum annually paid to King's College, is principally expended in payment of the Lieutenant Governor's salary, the Judges, and heads of departments.

As the imposition of duties, and the amounts imposed, are liable to change, it becomes impossible to give any useful table of the articles subject to taxation, inasmuch as the Legislature may, at any time, increase or diminish the imposts on all or any description of goods; indeed, considerable alterations have recently been made in order to carry out the provisions of the Elgin treaty, which will probably render a complete revision of the tariff necessary in the next session. The duties are, however, divided into two classes, specific and ad valorem; in the first are included most articles of luxury, and many of general consumption, which are taxed at so much for a specified weight or quantity; those in the latter class are charged a certain per centage on every one hundred pounds value.

The revenue arising from the payments made by vessels passing the light houses, buoys and beacons, and also the post office, form large items in the Provincial receipts; while the sums obtained from these sources do little more than keep up the several establishments, if indeed they are sufficient for these purposes. Both these objects are merely expected to be self-sustaining, being established and supported for the general convenience, and the commercial improvement of the country.

A great part of the duties on articles of the growth or manufacture of the other North American Colonies have been abolished; but they are still retained on many articles; and payment is also exacted in respect of any foreign goods which may have paid duties in these colonies, and be re-exported to New Brunswick.

A law is now in existence imposing an export duty on lumber, but as it expires in April, 1855, it is needless to specify the particular descriptions on which it is payable; especially as there must be some alteration with regard to it, if not a total repeal, to carry out the present arrangements with the United States.

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The financial year of the Province terminates with that of the calendar ; and, therefore, the journals of each successive session exhibit the receipts and payments up to the 31st December of the previous year. If we refer to those for 1843, we shall find the fiscal state of the Province for the year previously to have been as follows :

Total amount of Provincial liabilities,	£162,571
Estimated assets,	87,905
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Balance against the Province,	£74,666

Thus it will be seen that at this time the Province was heavily in debt; and this burthen seems to have been begun to be imposed soon after the surrender to her of the control over the territorial and casual revenues. Though this additional power was considered as a great boon, yet it would appear that the public men of the country then at the head of affairs were not calculated to conduct her business with proper economy, and the consequences of their extravagance involved the Province in the heavy burthen of the above balance, which it has required all the years that have since elapsed to liquidate. From the necessity to keep up public credit, and to maintain the public service, as well as to discharge its liability, an additional duty of one per cent. was imposed on all British and foreign goods imported, until the whole was paid off, which was only effected in the last year.

But though the Province was then considered to be free from debt; and the one per cent. duty is no longer collected, yet she is still under some heavy liabilities, which may, and probably will, be liquidated by the proper parties. We allude to the sums advanced by Provincial debentures to the sufferers by the great fires, both at St. John and Fredericton.

The Province is also responsible for a large amount in respect of the railways now in progress ; but the principal is not, it is true, payable for a long period of years, within which it is fully believed that these great works will at least be self-sustaining. Should this be the case, and should the Colony continue its advances in the same ratio it has hitherto adopted, it ought to have, and no doubt will possess, a large disposable fund for the opening up her hidden wealth, and rendering available her vast latent resources.

The various places, or ports, in the Province, where duties are collected, are :—

On the Bay of Fundy and its tributaries :

• Grand Manan,	Woodstock,
Campo Belle.	Harvey,
St. George,	Hillsborough,
St. Stephen.	Monkton (the Bend),
St. Andrews,	Dorchester,
Saint John,	Sackville.
Fredericton,	

On the Gulf of St. Lawrence and Northumberland Straits

Bay Verte,	Shippegan,
Shediac,	Carquette,
Buctouche,	Bathurst,
Nichibucto,	Dalhousie.
Miramichi,	

Abstract of the Revenue of the Province of New Brunswick for the years inserted in the Table.

Years.	Loan Fund Duty.	Import Duty, or Ordinary Rev.	Export Duty.	Casual Revenue.	Supreme Court Fees.	Auction Duties.	Emigrant Duties.	Light-house Duties.	Seaman's Duties.	Totals.
1848,	£4,778 0 7½	£48,955 1	6,£18,252 11 8	£2,000 0 0	£646 18 2	£288 19 10½	£2,357 19 0	£3,983 12 3	£1,820 15 6	£88,713 9 7*
1849,	5,308 16 9½	63,997 14 0	16,445 11 9	1,772 10 1	1,402 18 0	146 18 2½	1,403 0 0	3,444 8 6	1,603 12 6	95,531 9 10†
1850,	6,146 8 6	71,447 12 7	16,991 8 5	2,500 0 0	1,084 7 0	204 4 10	503 7 6	3,571 18 5	2,665 8 8	104,024 15 1
1851,	7,214 11 5	82,284 14 7	17,286 7 4	3,300 0 0	450 0 0	14 3 8	987 5 0	3,856 13 11	1,999 4 11	117,323 0 10
1852,	7,758 15 4	98,584 18 9	18,242 15 4½	5,800 0 0	871 10 6	287 13 3½	383 17 6	4,222 12 7	1,867 16 4	138,220 1 2
1853,	11,755 11 8½	128,891 13 2	19,884 5 6½	16,000 0 0	409 15 10	226 2 4	457 3 9	4,973 5 3	2,135 6 9	184,727 4 4
1854,										203,000 0 0

*Including Pedlars' licenses and Customs' dues.

†Including Pedlar's licenses.

It will thus be seen that the revenue of 1853 is more than double that of 1848,—an increase which shows the progressive state of the Province. The average amount for the fifteen years immediately previous to 1846, was only £67,647 per annum.

The tables at once indicate the years of Provincial prosperity and adversity. During the times of commercial and agricultural depression—a depression which was almost universal—the Province almost stood still; but in the year 1851 was the dawn of improvement in every branch of trade and industry. From this time we see the rapid increase that immediately followed. The revenue is still on the increase, and must, unless some unforeseen depression in the trade of the country should take place, continue to advance in a still greater ratio.

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The value (in sterling money) of the imports and exports of the Province for the last five years, are as follows :

	1850.	1851.	1852.	1853.
Imports,	815,531	980,300	1,110,600	1,716,108
Exports,	658,018	772,024	796,335	1,072,491

This table also shows a commensurate increase with that in the last table.

The total number of ships entered inwards and outwards, in the different ports of New Brunswick, for the years 1835, 1845, 1852 and 1853, were as follows :

	Vessels.	Tons.	Men.
1835 { Inwards,	2,467	298,993	14,467
{ Outwards,	2,261	322,200	14,556
1845 { Inwards,	2,455	396,792	
{ Outwards,	2,434	425,638	
1852 { Inwards,	2,580	539,336	21,556
{ Outwards,	2,672	581,472	23,296
1853 { Inwards,	3,556	627,270	
{ Outwards,	3,929	681,478	

Of these, there were entered inwards, in the Bay of Fundy, in 1852, 1,831 vessels.
In the Gulf of St. Lawrence and Northumberland Straits, 749 "

It will be observed that while there has not been a very great increase in the number of vessels entered inwards in 1852 over those of 1835, still the tonnage has almost doubled; evidently shewing that the vessels recently built are of much larger class than those in use twenty years ago.

The increase in the number of ships owned by this Province is very great. In 1782 the gross amount of tonnage owned by the

Province was only	250 tons.
In 1835,	80,830 "
In 1851, it owned 18 steamboats, measuring	1,577
And 778 sailing vessels, " "	116,711

	-----118,288 tons.
In 1853, it owned 827 vessels, making	114,588 "

Which will allow over a ton and a half to each man, woman and child in the Province.

New Brunswick builds at the rate of 120 vessels per annum, amounting to 60,000 tons,—worth at least £500,000 sterling.

England, in 1588, only owned 135 merchant vessels, not very many more than this unknown colony builds in one year.

The value of the products of the forest floated down the river St. Lawrence in 1852, was (currency) £483,450.

The total value of New Brunswick fisheries, within the Bay of Fundy in 1850, was £65,875.

The sum of £100,000, including the civil list, will meet annually, all the ordinary expenses of the Province; but there is usually expended about £30,000 per annum in defraying contingencies.

Of the number of vessels which entered inwards in 1852, there were 86,893 tons from the United Kingdom; 344,257 tons from the United States; 99,642 tons from British Colonies; and the remainder from foreign nations—and of those which entered outwards, 353,013 tons sailed for ports in the United Kingdom; 135,580 tons for the United States; 86,652 tons for ports in the British Colonies; and the remainder for foreign states; In 1853, there were 98,592 tons from the United Kingdom, 405,345 from the States; 110,414 tons from British Colonies, and the remainder from foreign nations. And there entered outwards, to United Kingdom 413,790 tons; to United States 188,523 tons; British Colonies 102,210 tons and the rest to foreign states.

Abstract of "A Treaty extending the right of fishing and regulating the commerce and navigation between her Britannic Majesty's possessions in North America and the United States," concluded on the 5th June, 1854, called the Elgin Treaty.

The first article provides "that in addition to the liberty secured to the United States Fishermen by the Convention of October 20th, 1818, of taking, curing, and drying fish on certain coasts of the British North American Colonies therein defined, the inhabitants of the United States shall have in common with the subjects of her Britannic Majesty, the liberty to take fish of every kind, except shell fish, on the sea coasts and shores, and in the bays, harbors, and creeks of Canada, New Brunswick, Nova Scotia, Prince Edward Island, and of the several islands thereunto adjacent, without being restricted to any distance from the shore; with permission to land upon the coasts and shores of these colonies, and the islands thereof, and also upon the Magdalen Islands, for the purpose of drying their nets, and curing their fish; provided that, in so doing, they do not interfere with the rights of private property, or with British fishermen in the peaceable use of any part of the said coast in their occupancy for the same purpose.

It is understood that the above mentioned liberty applies solely to the sea fishery, and that the salmon and shad fisheries, and all fisheries in rivers, and the mouths of rivers, are hereby reserved exclusively, for British fishermen."

It is agreed "that in order to prevent or settle any dispute as to the places to which the reservation of exclusive right to British fishermen contained in this article, and that of fishermen of the United States contained in the next succeeding article apply," each of the contracting parties shall appoint a commissioner. The commissioners are, before proceeding to business, to make a solemn declaration that they will impartially decide "upon all such places as are intended to be reserved and excluded from the common liberty of fishing under this and the next succeeding article." Provision is then made for the nomination of an umpire, who is to make a similar declaration and for the appointment of new commissioners. Umpire, in case of death, absence, or incapacity, or of either omitting, declining, or ceasing to act.

"Such commissioners shall proceed to examine the coasts of the North American Provinces, and of the United States embraced within the provisions of the first and second articles of this treaty, and shall designate places reserved by the said articles from the common right of fishing therein.

The decision of the commissioners and of the arbitrator or umpire shall be given in writing in each case, and shall be signed by them respectively."

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The parties solemnly engage to consider such decision as final and conclusive in each case.

By the second article it is agreed "that British subjects shall have, in common with the citizens of the United States, the liberty to take fish of every kind, except shell-fish, on the eastern sea coasts, and shores of the United States, north of the 36th parallel of north latitude, and on the shores of the several islands thereunto adjacent, and in the bays, harbors and creeks of the said sea, coasts, and shores of the United States, and of the said islands, without being restricted to any distance from the shore, with permission to land upon the said coasts of the United States and of the islands aforesaid, for the purpose of drying their nets, and curing their fish." With a Proviso similar to that in the first article as to interference with the rights of private property, or with the fishermen of the United States—and a reservation of the salmon and shad fisheries, and the fisheries in rivers, and mouths of rivers.

The third Article enumerates the articles "the growth and produce of the aforesaid British Colonies, or of the United States, which shall be admitted into each country respectively free of duty."

Schedule.

Grain, Flour and Bread-stuffs of all kinds,
 Animals of all kinds,
 Fresh, smoked and salted meats,
 Cotton-wool, seeds and vegetables.
 Undried fruits, dried fruits,
 Fish of all kinds,
 Products of fish, and of all other creatures living in the water,
 Poultry, eggs,
 Hides, furs, skins, or tails, (undressed)
 Stone or marble, in its crude or unwrought state,
 Slate,
 Butter, cheese, tallow
 Lard, horns, manuers,
 Coal,
 Pitch, tar, turpentine, ashes,
 Timber and lumber of all kinds, round, hewed, and sawed, unmanufactured
 in whole or in part,
 Firewood,
 Plants, shrubs, and trees,
 Pelts, wool,
 Fish oil,
 Rice, broom-corn, and bark,
 Gypsum, ground or unground,
 Hewn or wrought, or unwrought, burr or grindstones,
 Dye stuffs,
 Flax, hemp, and tow, unmanufactured,
 Unmanufactured tobacco,
 Hags.

The fourth article throws open the navigation of the river St. Lawrence, and the canals, in Canada, to the citizens and inhabitants of the United States, subject to the usual tolls and assessments; but the British Government

may suspend this privilege on giving due notice thereof to the government of the United States.

In case of such suspension, the operation of article 3, in so far as the Province of Canada is concerned, may be also suspended by the United States, for so long as the suspension of the navigation of the St. Lawrence or the canals may continue.

A similar right freely to navigate Lake Michigan is given to British subjects so long as that of navigating the St. Lawrence shall be secured to American citizens; and the government of the United States engages to urge upon the State governments to secure to British subjects the use of the several canals on terms of equity with the inhabitants of the United States.

No export or other duty is to be levied on lumber or timber of any kind cut on American territory, in Maine, watered by the St. John and its tributaries, and floated down that river to the sea, when shipped to the United States.

The fifth article provides for the treaty taking effect as soon as the laws required to carry it into operation shall have been passed by the Imperial Parliament of Great Britain, and by the Provincial Parliaments of those of the British North American Colonies which are affected by it, on the one hand, and by the Congress of the United States on the other. It is to remain in force for ten years after the date of its coming into operation, after which it may be determined by twelve months notice from either of the contracting parties. But that stipulation is not to affect the reservation by article 4, as to a suspension of the free navigation of the St. Lawrence and Lake Michigan.

The 6th article agrees that the treaty may be extended to Newfoundland if the Imperial Parliament, the Provincial Parliament of Newfoundland, and the Congress of the United States should embrace that Colony in their laws for giving it effect.

The 7th article merely provides for the exchange of ratifications.

This treaty has, of course, excited considerable notice, and created a vast deal of discussion throughout the whole of British North America. In Canada public opinion and the voice of the Legislature seem to have been unanimous in its favor; but it may be argued that that Province having so little sea coast, but possessing so long a frontier conterminous with the States, to the inhabitants on which free intercourse must be beneficial and yielding, besides great abundance of agricultural productions, many of which find markets in the States, stands in a different position from the maritime Provinces. Prince Edward Island, deeply interested in the fisheries, and possessing a great extent of coast in proportion to its area, gave its ready acquiescence, and there appears to be but one opinion that the benefits to arise from the more unrestrained resort of American fishermen, by the markets for agricultural produce thus opened, and the free admission of British caught fish to the seaports of the Union, would counterbalance the competition in the shore fisheries, to say nothing of the free trade in many articles effected by the treaty. It is in Nova Scotia that the greatest objections have been urged, and it has been argued that the American concessions are inadequate to those made by the Provinces; the same opinion, though to a less extent, has existed in New Brunswick; and some little feeling has been evinced with regard to the manner in which the treaty was concluded as though these Colonies had not been sufficiently consulted, or allowed an oppor-

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tunity of expressing their opinions. It must be recollected, however, that the prerogative of concluding treaties, belongs exclusively to the Sovereign Executive, and that in exercising it they have to consider the benefit to arise to the whole or the majority of a people. It may frequently happen that some Province, or small section of an Empire may receive temporary injury from a measure highly advantageous to the whole body, and perhaps ultimately beneficial to the parties at first apprehending injustice. There are many instances in England as well as in every other nation where partial interests have been obliged to give way to the public good. Perhaps it would have been better if the delegates from all the Provinces had had an opportunity of laying their views before Mr. Crampton, pending the negotiation; but if the measure is beneficial in its results, it is hardly worth while to quarrel with it on this account. The question resolves itself into the good or evil to result from it to the Lower Provinces.

We pass over the liberty of fishing on certain coasts of the Union as trivial and unimportant; not so however, the admission to their markets which must be regarded as a valuable privilege. The fisheries under proper regulations, appear to be inexhaustible, and even if this treaty had not been made, it would have been impossible to prevent frequent encroachments, without compensation on our extensive sea coast. To say that the Provincial fishermen cannot compete successfully on their own shores, and at home, with those who have to come so many hundred miles, is surely entertaining a very poor opinion of the energy, industry, and enterprize of our own countrymen; with a fair field, and no favor, and with many advantages in the cost of building and the outfit of our vessels, there is, we trust, no reason to despair of a profitable result to those who may share in the supply of the vast markets now open to them.

If we look at the list of articles to be henceforth admitted free of duty, we find many whose import is absolutely necessary to us—we cannot raise sufficient breadstuffs for our consumption—we import pork and other meats, and there are many of the items which we now require, and many others which will be wanted should extensive manufactures ever spring up in these Provinces. But our export trade must we think inevitably, be increased by the operation of the treaty besides that in fish. Our excellent building stone and slate, which can be procured without limit, and close to the shore, potatoes and other roots produced here in far greater perfection than in the States, butter and cheese, grindstones, and gypsum, will without doubt, be largely exported, and these branches of industry, will give employment to many thousands who will derive a large portion of their food from our soil, will look for their clothing and tools to the industry of our mechanics. Our timber trade, hitherto dependant solely on the fluctuations of the English markets, will have another very extensive channel opened for it and us; even fire wood has to some extent been carried from both Provinces to Boston, even when subject to a duty of 20 per cent., we may anticipate a considerable trade in articles of that description when it shall be totally free and unrestricted. Nova Scotia possesses, it is well known, inexhaustible supplies of bituminous coal, and there is every reason to believe that our own Province is not less amply provided with this necessary of life. The principal part of the coal of the United States being anthracite, is not well adapted for open fires, or for the manufacture of gas, and this, if there should be sufficient enterprize found in the Provinces to explore and open their mineral riches, will eventually afford the means of support to a popu-

lation far outnumbering these counted by the last census. The Iron and other ores may be exported to the same markets in their raw state, or it may be found more profitable to manufacture them at home, but in either case, though perhaps more advantageously in the latter, another great staple of industry must be brought within the grasp of Provincial enterprize. On the whole, therefore, we entertain no doubt that the Elgin Treaty will be the beginning of a new era in the commerce of New Brunswick and Nova Scotia, and it ought to unite exertion and stimulate industry to the realization of the prospects thus laid open to our view.

MANUFACTURES.

The facilities presented by this Province for manufacturing operations are numerous and extensive. Tho forest, the mineral, and the agricultural capabilities afford a wide latitude; and would, if properly carried out, prove as highly remunerative as those of any other country on the American continent. A vast field for skill and industry is indeed offered in this department. Coal and iron are abundant, but we import these essential productions. Wood of every variety is most plentiful in our forests; yet how many articles of that manufacture, including all our agricultural implements—in fact, a large proportion of every thing we use for domestic purposes—are supplied to us by foreigners?

It is well known that at the present day, coal, the great agent in producing steam, forms the basis of all manufacturing operations; and that the comparative cheapness of its supply, by lessening the cost, greatly extends the sale of every description of manufacture. In this colony, besides an ample supply of wood, there is little doubt of an abundance of coal to carry on the most extensive works; but even if this were deficient, nature has bestowed on us an enormous water power, produced by its innumerable streams, and applicable to the driving machinery, at an almost nominal cost. Superadded to this advantage, are the boundless quantities and varieties of timber contained in the forests; the inexhaustible supplies of mineral ores in the bowels of the earth, and the fertile soil, capable of producing food for a large population. With these advantages, New Brunswick might, if she possessed the other requisites—capital and labor—supply a large portion of the American continent with almost every description of manufactured goods.

A country which raises as fine sheep as any that can be found on this continent, and in which no less than 168,038 were kept in 1851, while it could profitably maintain more than twice the number, ought certainly to make its own cloth. Hemp has been successfully raised in many parts of the Province; and no one can call in question the capabilities of our soil for the production of flax. Notwithstanding these advantages, and the abundance of water power and of coal, the manufacture of these raw materials is principally confined to the females of our country, who make what is here called "homespun cloth," prepared in a variety of ways, according to the purpose for which it is intended; and it is only due to them to say that for uniting the qualities of durability, appearance, warmth, and real utility, it is hardly exceeded by the manufacture of any country. Still, it appears that we have such a predilection for the productions of other countries, however good our own may be, however capable our artizans may be of working up our raw materials, (and they are hardly inferior to any in

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quickness of apprehension and ingenuity) as to prefer exporting our own produce, and often re-importing it, manufactured into articles for our own domestic consumption.

The following may be taken as a brief outline of the duties devolving upon the natives of New Brunswick, individually, as well as collectively, in order to induce a better attention to manufacturing operations :

1st. We should extend the hand of encouragement to the manufactures of our own Province, by buying and using them in preference to others.

2nd. The Legislature should aid in the erection and maintenance of infant manufactories.

3rd. It is necessary that we should effect a more general diffusion of that "go a-head" principle of enterprise as yet peculiar to Canada and the United States.

4th. If we are desirous that our country should be better known and appreciated abroad, we must learn to appreciate it at home ; we must learn not to draw unfair comparisons between a Province which is only beginning to be known, and the American Union, to which the tide of emigration, the wealth of Europe, and the gold of California have been flowing for years.

5th. We must endeavor to instruct the youth of the Province in its resources, to teach them its worth, where its valuable deposits may be found, and how they may be rendered accessible and profitable.

There can be little doubt that few countries present better opportunities for advantageously employing the surplus capital, as well as the surplus and frequently half-paid manufacturing population of the mother country. Here skill and industry could not fail to reap their reward, and judicious expenditure would be amply remunerative. Until recently, the manufacturing industry and capital of the Colony were principally, if not wholly, applied to the preparation of lumber. Deals, boards, laths and shingles were the great staples, and were exported either to Great Britain or the West Indies. Of late, however, other establishments, sufficient to prove the propositions we have laid down, have sprung up, though as yet in an infant state. Iron is manufactured in the county of Carleton, and founderies have also been established there, as well as in Northumberland, Charlotte, St. John and York, at which good castings of various descriptions have been made. Coals in small quantities have been raised in many of the counties already referred to. Lime is burnt in every county except Restigouche, Sunbury and Victoria. Gypsum is found in, and exported from Albert, Victoria and Westmoreland ; and we may enumerate the following as some of the articles already beginning to be manufactured for home consumption, in almost every county, viz : leather, boots, shoes, candles, wooden ware ; and cabinet work, chairs, soap, hats, bonnets, waggons, coaches, sleighs, pungs, household furniture, farming utensils, and maple sugar. A manufactory has recently been established in Saint John for making agricultural implements and pails. Flour mills, saw mills, carding machines, and fulling mills are abundant in every direction. In Geary, in the county of Sunbury, an establishment has been erected for the manufacture of cotton twills, &c. ; and in Hampton, in King's county, there is a manufactory for making woollen cloths.

Another infant manufacture essential to the Province is that of salt. The brine springs in Sussex Vale contain a high per centage of the saline property. Preparations have been made for manufacturing salt at these springs, and it has been produced of an excellent quality—far superior to that usual

ly imported, especially for dairy purposes; and the farmers in the vicinity gave it a decided preference, even at double the price of foreign salt, for use in making their butter. From some unexplained cause, however, this establishment has been allowed to decay, although, at one time, large quantities of salt were made at it. It may be hoped that the railway from Shediac to St. John, passing within a quarter of a mile of the springs, will restore its vitality. No proper attempt has yet been made to ascertain the situation of the salt deposit through which these springs pass.

Thus, some attempts have been made to open up the manufacturing resources of the Province, and there can be no doubt that these attempts, small as they are, will increase its general wealth and prosperity. It is true, indeed, that "agriculture feeds us, to a great extent clothes us, and without it we could not have manufactures;" yet it is equally apparent that, as a country advances in population and agricultural wealth, and thereby increases its demand for commercial products, it must augment its facilities for commercial operations, and its intercourse with other countries.

The cost of erecting manufacturing establishments in New Brunswick is not so great as in the State of Maine, where almost all the raw material is imported. The following is a calculation as regards a clothing manufactory for the first year:

Expense of erecting buildings and procuring machinery calculated to make in the State of Maine,	£1,500
Cost of material and labour, including floating Capital, for one year,	2,400
Value of the manufactured article,	3,200
Profit and interest on fixed capital,	800

The following figures, taken from the census in 1851, shew the number of manufactories of every description existing in the Province in that year:

Grist mills	261	Hand Looms	5,475
Saw mills	584	Breweries	8
Tanneries	125	Various other factories	94
Founderies	11	Hands employed	6,214
Weaving establishments	52		

	1839.	1845.	1851.	years.
Grindstones, number made	1,182	657	58,849	
Lime burnt casks	858	1,369	35,599	
Gypsum, tons	7,991	2,034	5,465	
Iron smelted, tons			810	

Value of articles manufactured in 1851.

Boots and Shoes	£89,367
Leather	45,165
Candles	19,860
Cabinet work, &c.	20,505
Chairs, &c.	13,472
Soap	18,562
Fish	82,832
Hats	6,360
Iron Castings	20,025
Total value	£316,148

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Minerals affording facilities for manufacturing operations.

BLACK LEAD is found near Indian Town in St. John's County,
 ASPHALTE COAL " " Hillsborough, Albert,
 NAPHTHA " " Peticoudiac, Westmoreland,
 ASPHALTIC SHALE " " in Albert and Westmoreland,
 MINERAL PAINT, oxide of iron, and oxide of manganese is found in Westmoreland, Albert, and many other Counties,
 ALABASTER, or translucent gypsum, in Albert and Kings,
 SALT in Sussex Vale, in Kings' County,
 HONESTONES, in Kings, Westmoreland and Carleton,
 LEAD ORE, in Kings' and Charlotte,
 PIPE CLAY has been discovered in Albert, and is considered well adapted for the manufacture of stone ware.
 IRON ORE in various parts of the Province, especially in Sunbury and at Woodstock, in Carleton—the ore at the last named place producing iron and steel of the best quality.

New Brunswick Society for the encouragement of Agriculture, Home Manufactures, and Commerce.

This Society has been productive of much good; it has laid bare the great leading wants of the people; it has made a strong effort in the right direction; but we are sorry to say, it has not received the support, attention and praise due to its gigantic exertions. Two exhibitions of provincial produce have been held under its auspices; the first in 1851, in the City of Saint John; the other on a more grand extended scale, in the City of Fredericton, in 1852.

The building erected (which was highly creditable to Mr. Stead, the architect,) was in front of the Province Hall, which, together with the Supreme Court room, Law Library, Judges room, House of Assembly, Speakers room, and Legislative Council Chamber was placed at the disposal of the Committee. In front of the House of Assembly was a pavillion or marque, consisting of a lofty nave, and two lower side aisles; the sides were of boards, the clerestory of glass, and the roof of canvas. The front was ornamented with a pedestal, on which stood a statue of Britannia, twelve feet in height, supported by the lion and unicorn, and bearing a spear and shield standard; the height of the spear-point was about sixty-five feet from the ground. The words "Architecture," "Arts," "Science," and "Commerce," were emblazoned in large letters, two on each side of the principal entrance. The whole was suitably ornamented with arches, paintings, colossal figures, sheaves of grain, agricultural implements, flowers, trees, and huge chandeliers, cardinally arranged, so as to indicate the points of the compass, the whole surmounted by upwards of fifty flags, floating in the breeze.

At the opening of the exhibition, His Honor the President of the Society, JUDGE STREET, presented an appropriate address to *His Excellency* SIR EDMOND WALKER HEAD, Baronet, then Lieutenant Governor and Commander-in chief of the Province of New Brunswick, &c., &c. The following is an extract from His Excellency's reply:—

"Gentlemen of the Executive Committee—I thank you for your Address and for the reception you have given me. You have exaggerated the assistance which I have been able to afford you. My absence in England during a portion of this year necessarily made me ignorant of much that

was done ; I have great pleasure in attending here on the present occasion, and rejoice at your success. The building in which we stand is alike creditable to your taste, and the ability of your architect, Mr. Stead.

"When I arrived in this Province a little more than four years ago, I found all interests depressed, but there are two sorts of depression—that which makes a man despair, and that which stimulates him to fresh exertion.

"If we look to the past, we have no reason to be discouraged ; the time is not far removed when the greater part of the river St John was traversed only by the Indian and the Beaver. The site of the City of Saint John itself was a wilderness within the memory of one or two persons now in this room ; now, happy homes and cultivated fields are seen on each side, from Saint John to the Grand Falls.

"If we look to the future, we may hope that the vast sea of forest which divides the Province into two parts, will be traversed by half a dozen roads, each bordered by thriving settlements ; the progress of Upper Canada shews what can be done ; but all this must depend on your own exertions.

"These exertions will be materially aided by such exhibitions as the present, which will be useful in three ways :

"1st, By what they do shew ;

"2nd, By what they do not shew ;

"3rd, By the contact and intercourse which they produce.

"With regard to what they do shew, we must not be disappointed at the small number of productions of the fine arts, or of ornamental manufacture ; such things cannot be expected in abundance in a new country like this

"There is no department of the Exhibition more important than that which relates to agriculture ; I am glad to see those agricultural implements ; such a manufacture is important in all countries, but more especially in one where labour is scarce. Your first business in New Brunswick is, to grow your own food.

"There is much to be learnt from what is not shewn, because it is every man's business to consider how far it is advantageous, or possible, for him to supply some of those deficiencies.

"But nothing in such gatherings as the present is more important than the fact that men from all parts of the country are brought together. One of the faults of New Brunswick is, the division which sometimes exists among you. I wish to see the day when the cornish motto, *one and all*, could be applied to you : and when every man shall lend his hand to that which benefits the whole Province, and not his own neighborhood alone "

While the outside of the building fascinated the eye, the inside presented such a panorama of New Brunswick industry and skill as had never before been seen in the Lower Provinces. Such a display of cabinet work, clocks, musical instruments, minerals, models, philosophical instruments, carved work, embroidery, and gilt and fancy work, could scarcely be imagined possible. "The outer or main building," says the report, "was crowded to overflow with agricultural and horticultural produce, of every variety possible in this clime ; and in all their manufactured forms, agricultural implements, tools, carriages, domestic manufactures, fish, cheese, butter, honey, leather, ropes, ships' furniture, paper ; in short it was such a display of substantial wealth as at once gratified the eye, and satisfied the judgment of many thousands, who, in the course of the week, came to see, wonder and believe."

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The association awarded premiums to five of the best essays on farm management, orchards, turnip culture, and on agriculture and horticulture. It gave forty-five honorary diplomas for superior manufactures of cabinet work, pianoes, iron, wood, edge-tools, brass castings, cordage saws, paper, stoves, carriage building, gildings, soap, candles, wood engraving, carving in stone, architecture, typography, boots and shoes, trunks, bricks, blocks, wheels, and cisterns, planes, electric clocks, astronomical clocks, organs, wool work, tobacco, lime, agricultural implements, &c, &c. Also premiums to eighteen persons, and made honorable mention of fourteen more for the best production of raw materials belonging to the mineral kingdom. Thirty one persons received premiums, and honorable mention was made of eleven more, for "manufactures chiefly in metal." For the production of "raw materials," belonging to "the vegetable kingdom," there were forty nine premiums awarded, and honorable mention made of twenty other exhibitors. For the "manufactures chiefly in wool," there were thirty seven premiums given, and honorable mention made of nineteen other competitors. There were 118 premiums awarded, and honorable mention made of 54 persons for skill in "the manufactures from grain," the best "live stock," and "manufactures from parts of animals." On the fine arts, there were twenty one premiums awarded, and honorable mention made of fifty other competitors. Premiums were also given for ploughing with horses and oxen.

The amount thus distributed in premiums was upwards of £1500, and nearly 500 competitors are named in the Report either as having premiums, diplomas, or being worthy of honorable mention.

In concluding this section of our work, we cannot refrain from summarily re-iterating some of those advantages presented to the inhabitants of this Colony, but of which they neglect to avail themselves.

It is scarcely necessary again to refer to our timber and ornamental woods. Of the first a large portion is shipped to the United States and other foreign markets, instead of being manufactured into ships at home, thereby depriving our young men of useful employment, and lowering the character of the Province abroad. We import hundreds, almost, of various descriptions of wooden manufactures, for which we possess ample material of our own growth.

Again our fisheries are neglected, though unsurpassed by any in America, and our republican neighbors, with from eight hundred to a thousand fishing vessels, surround our coasts, even entering our harbours, and taking our fish to their own country, while we good naturedly look on, and complain of the want of advantages.

The very bowels of this, and the adjacent sister colony, may be called almost one mineral field of coal, whose properties for gas making are without parallel. Iron has been, and can be made, second only to Swedish. Other minerals, extensively employed in other countries, abound. Water power may be found on every square mile, and yet we import all the iron, and nearly all the coal we use.

We have a soil capable of producing every kind of food required for the support both of man and beast. Well directed labor only will enable us to obtain abundance, and above all we have as healthy a climate as can be desired; and yet we do not raise provisions sufficient for 100,000 people. Is not this disgraceful to our industry?

In the midst and in spite of this array of facts shewing incontestably the

advantages we possess, but do not use, how many do we find inclined to disparage and undervalue their own country. Really we give credit to some persons, and were it not for a few strong facts—were it not that the time is not very remote when we had no roads, no schools, no villages, no churches, and no manufactories—were it not that there is yet remaining, one person at least, in almost every settlement who looks back with vivid recollection to the period when the mails between St. John and Halifax, no other being then required, were carried on men's shoulders, on sleds, drawn by hand, and when the members of our Legislature travelled to the Provincial Head Quarters on snow shoes—were it not for the thousand contributions that were exhibited at the Provincial Industrial Exhibition in 1852, fully verifying the old adage that "seeing is believing," and were it not that we have scarcely any paupers, live easy, and do about half work, and that we are told by our visitors, both from Europe and the American Union, that we have a country well worth owning, living in, and governing, we should feel almost inclined to up anchor and be off.

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CHAPTER II.

COUNTY AND CITY OF SAINT JOHN.

Boundaries.—"The said city and county of Saint John, bounded south by the Bay of Fundy; west by Charlotte; north, by the line run north, eighty-three degrees and thirty minutes east from the southernmost point of Kennebecasis island, by Deputies Scully and Palmer, in the years of our Lord one thousand eight hundred and thirty-three, and one thousand eight hundred and forty-one; and the westerly prolongation of said line to Charlotte; east, by the line run north by Deputy Stiles, in the year of our Lord one thousand eight hundred and thirty-eight, from a birch tree on the shore of the Bay of Fundy thirty chains, east from the mouth of Goose river, including all the islands in the Bay of Fundy adjacent thereto."

This county is divided into four parishes, besides the city of Saint John, viz: *Portland, Lancaster, Simond's, and St. Martin's*. The county has a front line of nearly eighty miles on the Bay of Fundy from a little to the east of Goose river, at the south angle of Albert, to Point Lepreau, at the easterly angle of Charlotte; this coast is but thinly settled. The breadth of the county varies, with the indentations of the coast, from five to thirteen miles; it contains, exclusive of water, 414,720 acres, of which, in 1851, there were only 21,725 acres cleared. In 1852, 309,147 acres had been granted and located, and there were 105,573 acres still vacant. The population exceeds 40,000.

In an agricultural point of view, the soil of this county could not, without an unwarrantable outlay of capital, be made to sustain even one moiety of its inhabitants. Yet, notwithstanding that the surface is generally rocky and sterile in its nature, and therefore not adapted for a systematic mode of farming, there are numerous small tracts well worthy of the farmer's attention. These spots are now being made available, and great facilities are afforded for this purpose by the large quantities of alluvial deposits found along the numerous streams flowing through the valleys with which the county is everywhere intersected; the vast quantities of limestone, of which the hills are principally composed; and the abundance of manure, supplied by the neighborhood of a large city. By these appliances, not only may the already tillageable soils be rendered more productive, but the semi-barren lands may be made to yield a return; while the best market for agricultural produce in the Lower Provinces—the city of Saint John—holds out a strong inducement for the extension of the agricultural operations of the county.

The city of Saint John, which was established by Royal Charter in 1785, is situate near the mouth and on the eastern side of the river of the same name; the town of Carleton, which forms a part of the city, as incorporated, lying on the western bank. The extensive suburbs of Portland and Indian Town, on the north, may be almost said to be parts of the city, though not subject to its magistrates, or included within its boundaries.

Under its charter, it has a Mayor and Recorder, and is divided into seven wards, viz: King's, Queen's, Duke's, Sidney, and Wellington, on the east, and Guy's and Brooks on the west or Carleton side of the river; each ward has an Alderman, who is also a magistrate for the city, and a Councillor. All these officials are annually elected by the inhabitants of the respective wards and constitute a City Council. All the sons of citizens who have been born within the city, and strangers who have served as apprentices herein, are entitled of right to its privileges, on payment of about twenty-five shillings currency. All other British subjects are admitted to the same privileges, on payment of certain fees, amounting to about £6 5s. This is a relic of ancient usages which has been done away with in most modern cities, and would be more honored in the breach than in the observance.

The municipal officers for the city are as follows:

The Mayor, Recorder and seven Aldermen, with a like number of Councillors.

Treasurer or Chamberlain; Common Clerk and Deputy.

A Police Magistrate, with two sitting magistrates in his absence.

Police Clerk, and a Captain of Police.

Portland has also a Police Magistrate, with two sitting magistrates in his absence, and three Commissioners of Police.

The names of the officers are not given, as they are subject to yearly change.

In the county, there are the High Sheriff and his Deputy, the Coroner, Clerk of the Peace, and County Treasurer, with a bench of about fifty magistrates.

Besides these, there are the Auditor of County Accounts,

Registrar of Deeds and Wills,

Commissioners for taking bail in the Courts,

“ for taking affidavits in do.,

“ for solemnizing marriages,

“ of Almhouse, Workhouse and Infirmary.

Public Notaries,

City Surveyors,

Commissioners of Wharfage,

“ of Wrecks,

“ of Lighthouses,

Visiting Physicians,

Superintendent of Quarantine Station,

Licensed Auctioneers,

Port Wardens,

Harbor Master, and Branch Pilots,

Harbor Inspectors,

Lighthouse Keepers,

Assessors and Collectors of Taxes,

Weighers of Coals and Measurers of Salt,

Surveyors of Lumber; Constables, &c.

And in the fire department, there are fire wards, a fire police, three engine companies, and one hook and ladder company.

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CITY OF SAINT JOHN.

General Description—Commercial and other Advantages.—The city of Saint John, the capital of the county, stands on a rocky eminence, of a peninsular form, within the harbor, and has a commanding aspect. The country, for many miles round, is beautifully variegated by lofty hills, alluvial vallies, and numerous sheets of water, formed by lakes, and the meanderings of the river St. John. The harbor is situated in latitude 45° , $15''$ north, longitude 66° , $4''$ west; it is noble, safe and spacious, and has sufficient depth for the admission and safe anchorage of ships of the largest class; the tide rises and falls from twenty to twenty-six feet, and the water in the harbor varies in depth from ten to sixty fathom; thus affording great facilities for repairing and launching vessels. Partridge Island, at the entrance of the harbor, is beautifully situate; on it stands a battery, light-house, signal station, and hospital, for the reception of sick emigrants and sailors.

That part of the harbor to the westward of the island is only navigable for small vessels, even at full tide. Mariners are directed in their approach to avoid danger by the light house on the island, visible at a great distance, and another on a spit within the harbor, which have been already described. There is also a floating fog bell moored at some distance off the entrance. By these aids, vessels may be piloted in at any hour of the night, and in case of any accident occurring, life-boats, manned with able and efficient crews, are at command.

At the extreme outward point of the peninsula on which the city stands, are the parade ground, two batteries, military station and barracks, capable of containing two thousand men; this position commands the whole harbor and its entrance. In the rear of the city, and a little to the northward of Portland, stands Fort Howe, on a high hill at the foot of which is a military post and magazine. This Fort commands the whole upper part of the harbor.

The surface of the city is very uneven; it lies in the form of a ridge, sloping in every direction; the streets are numerous, and generally laid out in a systematic and regular manner, with the exception of some of them being too narrow. It has suffered much at different times from the effects of fire; however, it is well filled up, and the older wooden buildings are being replaced by others of more durable quality, being built of brick or stone, evincing considerable taste and very commodious. There are two squares within the city, with considerable areas, reserved for the accommodation of the public, the one called King's, and the other Queen's Square.

In taking a circuit from the military post on the south-east point of the peninsula, thence along the margin of the spacious basin, forming the harbor for a distance of about a mile and one fourth, through Portland to Indian Town, and from thence across the Suspension Bridge to Carleton, the eye will behold, within an extent of about three miles, the nucleus of a city, with its numerous streets ascending the acclivities which surround the harbor, destined hereafter, to become a place of no small commercial importance. Included within this circle, are not less than five thousand edifices of various kinds, private houses and stores, churches and places of worship belonging to Episcopalians, Presbyterians, Roman Catholics, Baptists, Methodists, Independents and others; Academies, School Houses, Warehouses and Foundries, as well as Manufactories for lumber and other purposes.

There will be found also a Grammar School, Mechanics Institute, Sabbath Schools, printing and books Stores, together with a Court House, Gaol, Poor House, Hospital and all the other incidents to a large commercial sea port; among which the Sailors Home and the Penitentiary deserve particular notice. The Banks have been already enumerated; there is a handsome Custom House and two convenient Markets; besides many other public buildings and philanthropic institutions. The numerous wharves and slips fronting on the harbor, throughout the city, as well as Portland, Carleton embrace an extent of nearly two miles; the whole distance presenting one continued thoroughfare of business. Few places indeed of the same size and population, evince better indications of prosperity than are shewn by this thriving sea-port. And yet but seventy years ago this crowded city was a mere peninsula of rock covered with a dense mass of shrubbery composed of cedars, spruce, birch and underwood.

The city of Saint John, including, of course, Portland and Carleton, is even at present the commercial emporium, not only of the Province of New Brunswick, but of that extensive western portion of Nova Scotia, from the head of the Bay of Fundy to Yarmouth harbor, including the numerous and flourishing settlements which have sprung up on the many bays and rivers along this range of country. In this point of view, and looking at the advantages it possesses from its position at the entrance of a noble river, second to none in British North America except the St. Lawrence, and possessing the great advantage over that river of being free from ice during the whole year, the conclusion forces itself on our minds, that, before many years roll around its commerce will be inferior to that of few places on the North American Continent.

With the exception of a circuit of a few miles in the immediate neighborhood of the city, which is not adapted for farming, although highly favorable for ship building, manufactories and other branches of industry, the whole country for more than one hundred miles east and west, and above two hundred miles in a northerly direction, is capable of affording vast quantities of agricultural produce, and of undergoing many other improvements, all of which would contribute to the extension and commercial prosperity of this city. The river Saint John and its branches may be considered navigable for steam boats for over two hundred miles, and for other small craft for not less than two hundred more; and this mode of conveyance, yearly increasing, cannot fail to render it the depot of an enormous extent of country. During the last year there were no less than ten steamers between Indian Town, near the Suspension Bridge and Fredericton, leaving each place, by special arrangement, every morning and evening, thus affording a daily and nightly communication between the two cities, one the commercial emporium, and the other the Head Quarters of the Province. Two steamers are employed twice a week, with the exception of about two months, during the middle of winter, between the City and Sackville, Dorchester, and the Bend in New Brunswick, and Annapolis, Windsor, and other ports on the west coast of Nova Scotia; bringing the produce of these fertile and extensive districts, and especially the fat cattle and butter of the counties of Westmoreland and Cumberland, proverbial for producing the best of both these articles that can be found in the Lower Provinces, to the market of Saint John. In return, these steamers are the means of supplying all these populous districts with merchandize and West India produce to a considerable amount. To show the great quantity of

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agricultural produce that comes from the western counties of Nova Scotia, we extract the following from the 'Courier' newspaper :

" Statement of some articles of produce from Nova Scotia imported into Saint John in the quarter ending 5th July, 1854 :—

424 cattle, 83 sheep, 217 calves, 64 horses, 459 tons hay, 72,506 bushels barley and oats, 21,657 bushels of potatoes, 459 barrels and 409 bags of oatmeal, 2410 cwt. salt and smoked meat, 47 cwt. fresh meat, 314 cwt. butter, cheese and lard, 37,432 dozen eggs. Even on such a trifling article as eggs the value at 10d. per dozen would amount to £1559 13s. 4d. for three months. Deals 2,368,000 feet, Firewood 527 cord, coals 1855 chaldrons, Bricks 183,000."

Steamers leave Saint John for Boston every week, touching at Portland and other sea ports on their way. Railways are completed from Portland to Boston, New York, and also to Montreal and Quebec; the time occupied in travelling from Saint John to either of those places, would not exceed thirty hours. By these means a ready communication is opened with the whole of the United States and Canada.

A harbor steamer is continually plying during the day between the City and Carleton, thus affording to men of business a more speedy means of communicating with each other than by taking the circuitous route over the Suspension Bridge.

There is a communication established by electric Telegraph, with Halifax, Pictou, Windsor, Truro, Amherst, and other places in Nova Scotia; with Charlotte Town and Cape Traverse in Prince Edward Island; with Miramichi, Richibucto, Shediac, Sackville, Dorchester, the Bend, Sussex Vale, the city of Fredericton, Woodstock, St. Andrews, and other places in New Brunswick; and with all the principal sea ports and cities in Canada and the United States.

The European and North American Railway, will, however, when completed, place Saint John in direct and rapid communication easterly with Halifax, Shediac, and the flourishing settlements along these lines, respectively, westerly and northerly, with St. Andrews, Woodstock, and the great network of railways, either already constructed, or in progress, in Canada and the American Union. And to crown the whole, we may indulge reasonable hopes that the time is at hand, and the increasing trade of this portion of the Province is forcing it on, when a direct line of steam communication will be established between this port and the Mother Country.

The City contains the following public Companies and Societies :

A Water Company,
 Gas Light Company,
 Rural Cemetery Company,
 Hotel Company,
 Also a Chamber of Commerce,
 Mechanic's Institute,
 Lunatic Aylum,
 Public Grammar School,
 Society, Library,
 St. George's Society,
 St. Patrick's Society,

St. Andrew's Society,
 Young Men's Christian Association,
 Orphan Benevolent Society,
 Friend Society,
 Agricultural Society,
 Horticultural Society,
 Temperance Societies.

The Lunatic Asylum is a neat and commodious edifice, pleasantly situated near the west end of the Bridge. It is conducted in the best possible manner, and every way in accordance with the modern mode of treatment adopted in Great Britain and the United States, and is a standing monument of the philanthropy of the Province.

The streets are well lighted with gas, and the water company derive a supply of excellent water from a lake at a distance of about four miles, from which iron pipes are laid.

The Suspension Bridge.—This bridge over the river Saint John, is about a mile and a quarter from the city, and is an excellent specimen of modern bridge building; it reflects great credit on Mr. Reynold's, the architect, more especially as there had been so many fruitless attempts made to span the vortex over which it is thrown.

The following brief description, condensed from the detailed report of A. L. Light, Esq., Civil Engineer to the Lieutenant Governor, will be found to convey an accurate idea of its structure. :— "The Bridge is of the description generally called 'Wire Suspension Bridge,' being composed of ten cables, five on each side, each cable containing three hundred strands of W. 10 wire, or three thousand in all. These cables pass over massive towers of masonry, and are made fast to the solid rock behind, by heavy anchors, as will be hereafter described. The span of bridge from centre to centre, of points of suspension is 630 feet; width of roadway between parapet, 23 feet, with a fifteen feet carriage way in the centre, and four feet each side for foot paths, the whole being suspended seventy feet above the extreme high water mark.

* * * * *

"The towers themselves, are built of first class masonry, they are fifteen feet nine inches high above the base, fifteen feet square at the bottom, and six feet square at the top of the tower, below the coping."

Each of the three hundred strands of No. 10 wire, which forms each cable, is about one eighth of an inch thick, and they "are hung over the tops of the towers on each side, in catenarian curves, the droop from the tops of the towers to the apex of the curve being about forty-five feet." The cables are carried back to some distance from the towers, and fastened to anchors of wrought iron.

These anchors are straight bars of best refined round iron, four and a quarter inches in diameter; there are two of them to each cable, the one set six feet behind the other, in holes drilled by machinery eight feet into the solid rock, at right angles to the tangent of the curve of the backstays, and these secured by filling round them with iron wedges and lead."

"The bridge is supported by two hundred and ninety four iron rods, 147 on each side, these "rods are three eighths of an inch by six eighths, and are in different lengths to suit the curve of the cables." The rods are four feet apart on each cable, and "have a stirrup at their lower extremities, into which the traverse beams of the roadway are fitted." * * *

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"The roadway is composed entirely of wood." * * * "The platform of the bridge has a slight curvature across the river of nine inches, the same being inverted to the curve of the chains, this curvature varies, of course, with the degree of temperature, in the extreme heat of summer the bridge will be nearly a level plane."

The bridge is allowed to weigh, including cables, one hundred and fifty tons; and will sustain, in addition to its own weight, a load of one hundred and thirty-one tons, if equally distributed all over the platform, as the 'safe' load it can carry "without (Mr. Light says) a shadow of doubt"

The following is a brief summary from the Report referred to:—

1. Absolute tensile strength of cables	1,125 tons
2. Suspended weight of bridge, including cables	150 "
3. Extraneous load, theoretically, that would cause fracture	975 "
4. Greatest extraneous load that bridge can ever be subjected to	714 "
5. Safe strength of cables	281 "
6. Load that bridge will bear with perfect safety,	181 "
7. Greatest load that anchors will bear, collectively, with } perfect safety,	553 "
8. Load that suspending rods can bear, collectively, with } perfect safety,	588 "
9. Load that beams will bear, collectively,	294 "
10. Greatest load, in tons, that can pass one another in } safety,	8 "
11. Greatest load upon a wheel,	1 "

It is a toll bridge, and rents at present for £1660 per annum, being nearly the yearly interest, at 6 per cent., on a capital of £27,600.

Falls of St. John.—There are few rivers in America of so great an extent (no less than 450 miles) whose tributary lakes, rivers, and minor streams, when accumulated, make their exit into the sea through such a narrow, tortuous passage, as the river St. John. The cliffs on each side of this narrow gorge, or fissure, at the head of the harbor of St. John, are about one hundred feet in height, and are composed, principally, of variegated limestone; the chasm is from 450 to 650 feet in width. Owing to the small rocky islands in the stream, which are being worn away by the dashing cataract, and to the rocky protuberances which project from the sides, the water rushes through this narrow passage, which is little more than half a mile in length, with great force. The rise of tide in the harbor ranges from 22 to 26 feet, and the water, above the falls, rises at flood, from one foot and a half to three feet; the height of the fall may therefore be estimated at from 20 to 23 feet. But for about three quarters of an hour during each flood tide, the whole surface of these periodically troubled waters becomes calm and placid, as if to accommodate itself to man's requirements, and is rendered, by this law of nature, navigable for ships, steamers, &c. A visit to this spot well repays the admirer of nature's anomalies.

Portland.—The southern portion of this parish forms a part of the city of St. John.

Lancaster comprehends the western part of the county, from the river Saint John to the county of Charlotte.

Until recently, the subject of agriculture has not engaged much of the attention of the inhabitants of this parish; fishing, lumbering, and other mercantile pursuits, having been their chief occupations. It contains seven-

ral thriving settlements and villages, among which, Carleton, before mentioned, as forming a part of the City of Saint John, is honorably contending in the race of improvement with its neighbours on the other bank of the river. The Census of 1851, presents no adequate idea of its present state, as the march of improvement has gone on rapidly since that period. The nature of the country, immediately round the town, presents excellent facilities for its extension; roads and streets are being opened in every direction, and other symptoms of a progress, commensurate with its growing importance are every where manifest. On Musquash river there are numerous saw and other mill establishments; and along the margin of this river and its haven there are large tracts of marsh; the whole presenting the appearance of industry and perseverance.

Simonds.—This parish being adjacent to the City, the principal part of the land fit for agricultural operations, is rapidly being made available. It possesses several small lakes, among which Loch Lomond is the chief. A mail road leads through this parish to Quaco, but the land along it is generally poor. Still the parish in consequence of its proximity to the city, and possessing other tracts of good land, together with great facilities for commerce, has proportionally exceeded in population any of the other civil divisions of the county, except Portland; it is decidedly the best farming parish in the county of Saint John.

Saint Martins'—Lying to the eastward of Simonds and extending to the county of Albert.

There are several tracts of land fit for settlement in this parish still ungranted; but in consequence of its remoteness from the city, and the want of additional roads these lands have not yet been taken up. In comparing the census of 1851 with that of 1840, this section of the county appears to have remained almost stationary, shewing an increase of only seven in population, and of 157 acres of cleared land. Quaco is a flourishing village on the Bay of Fundy, where ship building is carried on to a considerable extent; other improvements are also being made, and the village presents evident marks of progress. The registry list of the county of St. John was last year increased by the addition of ten vessels, measuring not less, in the gross, than 10,000 tons from this little port.

Races.—The principal races composing the population of the city and county of Saint John, are English, Scotch, and Irish, and their descendants, with a few from other countries. They are generally courteous to strangers, free and intelligent in their manners, and industrious, assiduous, enterprising in business; and it may be said, without fear of contradiction, that there is no city on the American continent where the wants of the poor are better or more readily supplied, or where the stranger who may be desirous of adopting any part of New Brunswick as his home, will be better and more honestly directed, and that without having his *pockets picked* by the way, than in the city of Saint John.

Fisheries.—From Point Lepreau to Saint John harbor there are no regular fishing establishments; "the principal fisheries are those for cod and herring; small haddock are also taken in the summer, but hake and pollock are comparatively rare."

Lobsters are taken in abundance at Dipper Harbor, from whence the city of Saint John is principally supplied.

"The fisheries of the harbor are those for gaspereaux, shad, and salmon,

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which enter it for the purpose of ascending the river to their usual spawning grounds." The fishing grounds on both sides are under the control of the City Corporation, subject of course to any general legislative enactment, regulating the fisheries of the Province, and are laid off in small lots, and disposed of to persons having the freedom of the city at various prices according to situation. The salmon, gaspereaux, and shad fisheries within the harbor, in 1850, are said by Mr. Perley to have been worth £20,000; their annual value has since been much increased.

From the harbor eastward to the county limits, salmon, shad, alewives, cod, herrings, pollock, haddock, halibut, lobsters and various other kinds of fish are taken in great abundance, although no establishments have been formed for the purpose. The fisheries here, as in most other parts of the Province, are being fast destroyed by catching the fish at improper times, and in a wrong manner; and their passage up the rivers for the purpose of spawning, has been in numerous instances entirely prevented by mill dams. Besides these evils the bottoms of the channels, as well as the water itself, are often rendered obnoxious, and in fact destructive, to the young fry by the quantities of saw-dust allowed to float down the streams. It is generally believed by those best acquainted with the subject, that if some Legislative enactment be not made and strictly enforced, forbidding the longer continuance of the injurious practices, which have of late existed with regard to our harbours and rivers, that portion of our fisheries which is so easy of access, so varied in its produce, and so profitable to those engaged in it, as well as to the Province, will soon be considered among the things that were.

Railways.—The European and North American Railway, from Halifax to Portland, passes through this County, for about eight miles to the eastward of the city, and traverses the parish of Lancaster for nearly two miles further. At the city will be one of the most important depots on the whole line. The river will be crossed near the Suspension Bridge.

Rivers and Creeks.—The County of Saint John is well watered. Besides the river Saint John, about which so much has already been said, it has the Musquash, Little, Black, Tiegsmouth, Quaco, Great Salmon, Little Salmon, Upper Salmon, and Goose Rivers, and Emerson's, Garden, Goose and other Creeks, with their branches diverging in every direction, affording every facility for ship-building, mills, and other manufactories requiring water power.

Minerals.—Although the County presents in its general formation, the characteristics of a mineral district, especially as regards coal and iron, the only deposit that have been yet discovered, no doubt for want of research, are those reported by Dr. Gesner, of a vein of anthracite coal at Little river, of a fair quality, and another at Quaco, which has been opened, but has not proved profitable. Plumbago, of which nearly 90,000 lbs. were exported in 1853, is found in great abundance near the City of Saint John. Limestone is very abundant, and marble of good quality is obtained.

Ship-building.—We take the following list of vessels built in St. John, from the returns made to the Legislature in the years 1851, 1852, and 1853:—

Registered in Saint John in 1851,	60 vessels,	23,628 tons.
For owners in the United Kingdom,	14 " "	10,332 "
	—	
Making a total of	74 "	

Registered in Saint John in 1852,	78 vessels,	39,033 tons.
For owners in the United Kingdom,	9 "	6,090 "

Making together,	87 "	
Registered in Saint John in 1853,*	94 "	56,452 "

*NOTE.—The vessels built in the Gulf are registered at Miramichi; and those built in the Bay of Fundy at Saint John, except Charlotte, which has a registry at St. Andrews.

The number of registered vessels belonging to the Port of Saint John up to the 31st December, 1853, as near as can be ascertained, was 527, measuring 88,574 tons, new measurement.

Education.—The population of the city and county of Saint John, by the censuses of 1851, was 38,475. Out of this number there were attending the parish schools—

In 1851,		1,946 pupils.
" 1852,	54 schools,	2,402 "
" 1853,	64 "	2,869 "
The increase in 1852		456 "
" in 3 years,		822 "

The above returns shew the number of pupils for each of the three years, while we have no means of knowing the increase of the population, which must have been very considerable, since the census was taken.

The increase in the school attendance in 1852, over that of 1851, was probably caused by the agricultural and commercial prosperity which dawned upon the Province at that time, and has since continued to enrich it.

Imports and Exports.—The following abstract, taken from the Journal of the House of Assembly, shews the imports and exports for Saint John, but including the other counties in the Province, except Charlotte:—

		Sterling.
Total value of Imports in the year 1853,		£1,657,907
" " 1852,		1,063,554
" " 1851,		925,488
" " 1850,		770,168
Total value of Exports for the Province, except Charlotte		
County, in		1853, £904,200
" " " " "		1852, 714,860
" " " " "		1851, 702,021
" " " " "		1850, 603,777

" In the return of exports, the new vessels built for, and sold to owners in the United Kingdom, are not included, although a large portion of the building materials and outfits form considerable items in the imports.

Vessels entered inwards at Saint John, and its outports, except Charlotte, in

	No.	Tons.	Men.
1853,	3,113	527,378	20,380
1852,	2,571	449,491	17,234
1851,	2,253	399,533	15,941
1850,	2,307	363,929	15,495

Vessels entered outwards in

	No.	Tons.	Men.
1853,	3,125	580,076	22,126
1852,	2,578	490,107	18,962
1851,	2,259	455,211	17,757
1850,	2,310	393,625	16,557

At the port of Saint John *alone* :

	No.	Tons.	Men.
1851 {	Inwards,	1,528	282,566
	Outwards,	1,545	324,821
1852 {	Inwards,	1,740	334,267
	Outwards,	1,746	362,917

Thus, it will be seen that a large portion of the tonnage of the Province enters, inwards and outwards, at this port.

1851.—*Population and other Statistics of St. John.*

	Parishes.					Totals.
	City of St. John.	Port-land.	Lancaster.	Simond's.	St. Martin's.	
Inhabitants,	22,745	8,429	1,896	3,425	1,980	38,475
Families,	4,248	1,616	305	546	343	7,058
Children at school,	666	527	170	507	122	1,992
School houses,	59	18	7	17	7	108
Births,	757	395	67	91	57	1,377
Deaths,	252	122	9	95	13	491
Sick and infirm,	31	16	118	260	5	430
Agriculturists,		40	105	402	217	767
Places of worship,	20	5	4	7	4	40
Saw mills,	7	8	11	10	15	51
Grist mills,	11	2	1	5	2	14
Acres of land cleared,		1,758	3,575	11,200	5,192	21,725
Tons of hay,		758	1,389	3,290	1,420	6,855
Wheat,		7	78	114	50	249
Barley,		18	41	354	97	510
Oats,		1,782	6,910	17,047	5,222	30,961
Buckwheat,		120	639	5,115	3,884	9,758
Indian Corn,			148	20		168
Potatoes,		7,526	16,511	54,370	27,279	105,695
Value of manufactories,	£91,577	£20,916	£863	£11,070	£1,140	£123,566
Other factories,						124

Comparison.

Population,	{	1851,	38,475	{	Increase in 11 years,	5,513
	{	1840,	32,957	{		
Children at school,	{	1853,	2,869	{	" 2 years,	877.
	{	1851,	1,992	{		
Families,	{	1851,	7,058	{	" 11 years,	2,014.
	{	1840,	5,044	{		
Inhabited houses,	{	1851,	3,885	{	" "	989.
	{	1840,	2,896	{		

Places of worship,	{	1851,	40	}	Increase in 11 years,	12.
		1840,	28			
Grist mills,	{	1851,	14	}	" "	5.
		1840,	9			
Saw mills,	{	1851,	51	}	" "	2.
		1840,	49			
Cleared land,	{	1851,	21,725	}	" "	2,591.
		1840,	19,133			
Horses,	{	1851,	1,219	}	" "	326.
		1840,	893			
Neat Cattle,	{	1851,	3,723	}	" "	355.
		1840,	3,383			
Sheep,	{	1851,	3,747	}	" "	640.
		1840,	2,907			
Swine,	{	1851,	1,550	}	Decrease,	1,561.
		1840,	3,111			

COUNTY OF CHARLOTTE.

Boundaries.—The said County of Charlotte, bounded "south by the Bay of Fundy, west by the river Saint Croix, and the western shore of the Bay of Passamaquoddy, east by the line running true north thirty miles from Point Lepreau, as surveyed by Deputies Wilkinson and Mahoad, in the year of our Lord one thousand eight hundred and forty-five; and north by the line running true west from the termination of the last mentioned line, as surveyed by Deputy Mahoad in the year of our Lord one thousand eight hundred and forty-five, including all the islands adjacent thereto, and the island of Grand Manan, and the islands adjacent to it."

General Description.—This county possesses a large bay and river navigation; it has an extensive frontage on the Bay of Fundy, and the Passamaquoddy Bay, and the river St. Croix washes its whole western boundary, dividing it from the State of Maine. There are also the the Digdequash, New, Lepieau and Magaguadavic rivers, with their tributories, together with many other minor streams affording water communications throughout its interior. It contains 783,360 acres of which 466,000 are still ungranted. The land on the shores of the Bays is broken and somewhat rocky though the principal settlements are in this district. St. Andrews' is a flourishing town with upwards of 3000 inhabitants, and is the head quarters of the county; it stands on a peninsular ridge extending into the Passamaquaddy Bay, from the extreme point of which the St. Andrews and Quebec Railway takes its departure. Here there are a Brewery and a Steam Saw Mill, together with an Iron Foundry at which operations are carried on to some extent. The next place of importance is St. Stephens, a beautiful village about twenty miles above St. Andrews, on the river St. Croix, which is capable of carrying ships of considerable burthen up to this place. About four miles further up stands Mill Town, both thriving places; on the American side of the river, Calais is immediately opposite to St. Stephen's and Upper Calais to Mill Town. Baring is another flourishing village, with another village of the same name across the river, and consequently on the State of Maine. There are a great number of Saw Mills on each side of the St. Croix, and the inhabitants, respectively keep up a constant and friendly intercourse, only vieing with each other in the march of improvement; so much so that it is observed that whenever a Saw Mill or

a village is established on the one side, another soon springs up to correspond with it on the other. The Americans have a railroad running seven or eight miles up the St. Croix, which facilitates the conveyance of lumber from the upper mills to the place of embarkation. Ferry boats are constantly plying on the river between the several towns which are opposite to each other.

There are many flourishing villages and settlements eastward of St. Andrews, along the road leading parallel with the Bay Shore to Saint John; as there are also in the interior of the County, the principal of the latter being the Colebrooke Settlement, (named from the late Lieut. Governor) in the west, and the Anderson's, Tryon, Baillie, Flume Ridge, and Clarence Hill, the latter in a fine district, with a road running to the Harvey Settlement; all of which lie scattered through the central part of the county. There are large tracts of fine ungranted land in the north, and especially in the north-west districts, and one of excellent quality about the Magaguadavic and Digdequash rivers and their numerous branches, where there is room for much further settlement; on both rivers there are many saw mills. Charlotte is intersected by several great roads, and by a large number of bye roads along them are frequent settlements and clearings, which with the excellent saw and other milling establishments on the streams, present, on the whole a thriving mercantile, and to a considerable extent, agricultural appearance.

The county is divided into the parishes of St. Andrews, St. Stephens, St. David's, St. James, St. Patrick, St. George and Pennfield, together with the island, parishes of Campo Bello, Grand Manan, and West Isles, the latter including Deer and other small islands contiguous to it. The value of articles manufactured in the county in 1851, exclusive of lumber and fish, amounted to £15,472. It has a bench of 36 magistrates, dispersed through its villages and settlements, and possesses also a Chief Probate and other Courts, and a Register Office.

Agriculture.—The agriculture of this county, although it was settled soon after the discovery of the Province, has not, until recently, made very rapid advances. It contained 35,135 acres of clear land in 1840, and in 1851, 45,636, being an addition of 10,521 acres in 11 years, while its population in the same period had only increased 1760. In farming stock, again, the increase has been small while the quantity of butter made in 1851 exceeds that of any other county except Kings and York, being 441,522 pounds. In other agricultural productions, the improvement has not been far behind that of many other counties in the Province.

North of the Town of St. Andrew's, there are a number of well cultivated farms; as there are also in the neighborhood of Mill Town. The frontier portions of the parishes of St. Andrew's, St. Stephen's, St. James', St. David's and St. Patrick's, are much better calculated for farming operations than their more central parts, where the lands are stony; a character which in many places extends fully northward and eastward to the boundaries of York and Sunbury; but there is a new settlement forming in the northeast angle of the County called Crofton, with a road leading from thence to the Merepis road. On the seaboard the fogs of the Bay of Fundy cause the grain to rust to some extent, more especially wheat, and therefore, the arising of that crop is somewhat precarious. In a part of St. Patrick, and also in St. George and Pennfield, there are some fine tracts intervening between the hills and along the margins of streams, but a great portion of these

parishes also is broken, dry, and in many places stony. The principal portion of the northern section of the country is yet in a wilderness state, except these parts of St. Andrew's and St. James', which are traversed by the St. Andrew's Railway, which is opening up this district and rendering it accessible to the farmer, the lumberer and the manufacturer, so that almost every arable spot in the vicinity is being explored, and will speedily be occupied. The railway company, hold by grant from the Government, a large tract of land on each side of their line, which they are now taking means for filling up with settlers.

Railway.—This undertaking is a striking instance of what the combination of perseverance, determination and industry will effect. The people of Charlotte have manifested the operation of these elements to an extent yet unparalled in this country; they are fast pushing on their railroad to completion, after having encountered, and by their energy overcome obstacles which at first appeared almost insurmountable. This railway starts from the harbor of St. Andrew's, which is open to navigation at all seasons of the year; and, after leaving that town and the circumjacent settlements, runs through an almost unbroken forest, crossing the county of York, obliquely, to Woodstock in Carleton, the remainder of its path to Quebec is not yet defined. By this means the wealth of the wilderness, whether it consists of the forest trees, the mines and minerals including the Woodstock iron and copper ores, or the agricultural riches of the soil, will be transported to the seaport of St. Andrews, for consumption, manufacture, or exportation.

Roads.—In addition to the railway, and the roads connected therewith, this county has the great mail road from St. John to the United States, passing nearly along its frontier; also, the great road running northerly from St. Andrew's through Brookway, Harvey and Hanville settlements to Fredericton, and another from the same place to Woodstock. The southwestern part of the county is one complete net-work of bye-roads, leading to every one of its numerous settlements; and the St. Croix river is crossed into the States at several different points; and new roads, affording new facilities for settlement, are being opened. The northwestern district is, however, almost destitute of roads, except what is called the old road to Fredericton; a new line, to be called the red rock road, is laid out, but not yet opened. Roads also run up both sides of the Magaguadavie river for some distance, and there are no less than three bridges over it. There are also roads up both margins of the Digdequash river, and new communications with these will no doubt soon be opened.

Geology, Minerals, &c.—The great coal formation of this Province does not extend to this county, which consists of detached patches of granite, trap, lower silurean, and an extensive tract of the Cambrian system. Marl has been discovered in several places, and lime has been found on a peninsula extending into L'Eiang harbor, in the parish of St. George, where, in 1851, there were 15,190 casks manufactured. Plumbago and slate have been met with in different parts of the county. The oxides and sulphates of iron, and iron pyrites, have been discovered by Dr. Gesner, but no extensive body of this ore has yet been found, although the geological character of the country strongly favors the presence of this mineral. Thin veins of lead ore (Galena) have been found by the Doctor on Campo Bello island; speaking of this island, he says, that "the hornblende rock is abundant," and "it is filled with the Sulpharate of iron, which from its

decomposition, covers the rocks with the sulphate of that metal; and thus an excellent opportunity is afforded for the manufacture of alum and cop-
peras.

In prosecuting the explorations east of St. Andrew's, he discovered at Magaguadavie some veins of copper, specimens of which, on being analysed, he found to contain—

“ Copper,	76.5
“ Sulphur,	19
“ Iron,	4
	<hr/>
	99.5.”

He proceeds:—“It is, therefore, a rich ore of copper; the veins increase in thickness as they descend, and there can be little doubt that those already discovered are connected with a far greater deposit situate beneath the surface. In Cornwall, in England, I have seen seams of copper ore, of dimensions no greater than those just mentioned, worked at the depth of eighteen hundred feet below the surface. Were the veins at Magaguadavie explored to one half of this depth, they doubtless would be found of far greater thickness.” After a further extension of his explorations, he says, “That the necessary quantity of ore does exist, there can be no doubt; and I feel the fullest confidence in its final development.” From the explorations that have been made by the Doctor, and others, it may be fairly inferred that valuable mineral substances will yet be discovered in this broken country.

Fisheries.—The Bay of Passamaquoddy, studded by a group of islands, and its inner bay, harbors and rivers, afford facilities for carrying on the fisheries not surpassed by any section, of equal extent, on the Bay of Fundy. The principal kinds of fish taken in these waters are pollock, cod, herring, mackarel and haddock; and the chief places for carrying on the fisheries are Campo Bello, where there are excellent fishing establishments, Grand Manan, West Isles, and the harbors of the parish of St. George; there are also some fisheries along the coast of the parish of Pennfield, in the eastern part of the county.

Campo Bello.—From a report made to M. H. Perley, Esq., the value of fish taken on this island during the year 1850, amounted to £9,825 7s. 6d.; and by the census of 1851, they were estimated at £10,078.

Grand Manan.—This island, with its harbor, coves and circumjacent islets, affords vast facilities for the efficient prosecution of this branch of industry. The number of boats engaged in it in August, 1850, was 94, manned by 282 men. Fishing vessels, of a larger size, numbered 24, and their crews to 112 men. The value of the fisheries of this island, in 1851, amounted to £6,885.

West Isles.—The inhabitants of these islands, the principal of which are Deer Island and Indian Island, included with other smaller ones in this parish, chiefly live by fishing. In 1851 the value of their catch was given as £9,835.

There are not less than 16,000 seamen, 350 boats, and about 70 vessels engaged in the fisheries of all these islands.

The fisheries carried on along the coast, from St. Andrew's to the Saint John county line, are not extensive, with the exception of those at L'Etang, which were estimated, in 1851, at £3,340. The people here, as in most

other parts of the Province, unite this pursuit with their agricultural operations.

The aggregate value of the fisheries of this county, in 1851, doubled that of any other in the Province, amounting to £31,438. This result, no doubt, arises from the proximity of this section of the Province to the United States, which afford them, in addition to their own increasing towns and villages, a ready market for the produce of the sea.

Ship-building.—This branch of industry is carried on along the different harbors and rivers of this country, as the following reports will shew :

New Vessels registered in 1850,	8	1,865 tons.
“ “ 1851,	6	109 “
“ “ 1852,	5	1,680 “
“ “ 1853,	7	1,771 “

The port of St. Andrew's will, on the completion of its railway, have a decided advantage over many of the other sea ports in the Province, in the facilities, it will afford for the conveyance of timber and lumber from the interior :

	No.	Tons.	Men.
Vessels entered inwards in 1852,	743	89,845	4,322
“ “ 1853,	843	998,898	4,880
Inwards in 1852,	720	91,365	4,324
“ 1853,	804	101,402	4,909

Education.—There is a Grammar School at St. Andrew's, attended in 1851 by 23 pupils; in the same year there were 94 parish schools houses, attended by 2,889 scholars; in 1853, there were 88 school houses, attended by 2,376 scholars, shewing a decrease of 11 in the attendance of scholars; besides this there were 175 pupils at private schools.

The School Inspector for this county, in his report to the Provincial Board of Education, complains of the apathy of parents or guardians of children, in not availing themselves of the benefits of education—a complaint applicable to other sections of the Province as well as Charlotte; he says, “it does not proceed from poverty, inasmuch as the ordinary business of the country was never in a more prosperous state than at the present time.” There are fifty three places of worship belonging to different denominations.

PARISHES.

Saint Andrew's.—This parish is not very extensive, but is well filled up and its available acres, which, in its immediate vicinity, are of good quality, are all occupied. On the front of a peninsula running into a bay about twenty miles in length, and nearly ten in width, stands the town, with its wharves, streets and public buildings, all of which are regular. The streets are laid out, parallel to the general direction of the wharves, on an undulating ridge, and the neat public and private buildings, together with the surrounding landscape, give the whole place an inviting appearance. The population of the parish, by the census of 1851, was 3,910, and at the present time may be about 5,000. The town contains a chamber of commerce, Banks, Bible and other Societies, an emigration office, barracks, a gaol, and other public buildings, together with its usual quota, in common with the other parishes, of local officers, which are annually elected by the rate payers. Large vessels load at the Ledge in Oak bay, a little to the

west of the town; and this is the principal place for shipment of lumber, &c., for Europe. There are steamboats from St. Andrews' to Eastport and other towns on the American side of the Bay.

Saint Stephen's.—This parish, with its capital of the same name, and its auxiliary villages, Upper and Lower Milltown, is situate at the head of Oak bay, and along the St. Croix river. At the village of Saint Stephen, which is at the head of ship navigation, there are a number of neat public and private edifices. Many of the saw mills on this and the other rivers of the county are constructed on the best water power principles; those on the St. Croix manufacture vast quantities of lumber, much of which is shipped from this parish. The growth of these villages has been owing principally to the lumbering and manufacturing operations, and now, that attention is turned more particularly to the farming interests, as well as to other avocations, we may reasonably expect a more rapid progress in these districts as well as in the town of St. Andrew's. This parish possesses mineral springs, whose waters are said to be highly medicinal.

St. James' lies north of St. Stephen's, and extends to the County line, of York and the American boundary. This parish is much larger than the two first described, and is fast improving both in the extension of roads and settlements. Its population in 1851 amounted to 1,756. Lumbering has hitherto been the principal occupation of its inhabitants; but there are extensive tracts of good land, and all that is required is roads to make them available. The Parker Settlement is thriving.

Saint David's.—The frontier part of this parish lies between the towns of St. Andrew's and St. Stephen's, and has a front upon Oak Bay. This and the parishes already described are laid out in the most irregular manner possible. It contains, at the head of the bay some good land for agricultural purposes, but the great bulk, with some few exceptions, is rather unfavorable to the farmer; it contained in 1851, 6,036 acres of cleared land.

Saint Patrick's lies east of Saint David's, Saint James's, and Saint Andrew's, and extends from Passamaquoddy Bay to the County Line, the northward.

Saint George's is next to the eastward and bounds on the last parish. The river L'Etary is, the boundary between this parish and Pennfield, and at its mouth is a small well sheltered and safe harbor for large ships.

The two last named parishes, St. Patrick and St. George, are well intersected along their frontier with roads and rivers. The Magaguadavic and Digdequash both run through these parishes, and there are milling establishments, and good settlements, on both rivers; and on Lake Utopia, there are large tracts, of what Professor Johnston calls second and third rate land for farming purposes. As timber is becoming more scarce along the water communications, people are turning more of their attention to agriculture, and this land will, no doubt, be thus brought into cultivation. At the mouth of the Magaguadavic there is a beautiful harbor, and from thence to the lower Falls, a distance of about ten miles, the river is navigable for boats. At this point the stream falls in a chasm only thirty feet wide, by five successive steps, over a rock one hundred feet in height, and this spot, for picturesque beauty, is exceeded by few in the Province. Here is also the town of St. George, a handsome settlement on the high road between St. John's and St. Andrew's, and an extensive saw mill establishment. There are also mills and a village at the Falls some miles further up the river.

Pennfield is the only remaining parish on the mainland, running from

St. George's to the County of St. John. Although it contains nearly one third of the County, it is chiefly unsettled, except along the borders of the Bay shore and rivers. It has suffered from that too common mixture of the two employments of farmer and fisherman, which has been before noticed. There are however some good settlements at the head and on both sides of Lepreau harbor.

There are a great number of islands belonging to this county most of which are attached to other parishes, but there are three islands, viz: Campo Bello, and Grand Manan, each respectively consisting of the islands so named, and West Isles, consisting of Deer Island and the other islands contiguous to it. The south branch of the Orimocto has its origin in a lake in this parish.

Campo Bello is nearly eight miles long by about two in breadth; fishing is the principal occupation of its inhabitants; and it has several harbors where small crafts may enter and lye in safety. The island belongs to Admiral Owen, and is separated from Lubec, in the State of Maine, by a narrow passage. It contained in 1851, 679 acres of cleared land, and a population of 865 persons, with four school houses attended by 137 scholars and two places of worship.

The Parish of *West Isles* contains a population of 1,252 persons, and has 1,798 acres of cleared land, including Deer Island, which has very little good land on it, but its harbors are safe. This island is about twelve miles long, and about three in breadth; there are a number of lesser islands, contributing more or less to the statistics of West Isles. The inhabitants of all are principally engaged in fishing.

Grand Manan.—The last of the parishes in the order of description, is situated about thirteen miles southerly of the American coast, and is of an oval shape, about twenty miles in length, and averaging five in breadth. It consists of lofty mural precipices, with little land fit for farming purposes; the water around is deep in many places close to the shore, with bold perpendicular rocks. The coves and islets adjacent, afford shelter for vessels, but the principal rendezous for shipping is Dock Harbor, which is a salt water lake, measuring about one mile and a fourth in length, by half a mile in breadth; the depth of water ranges from five to eight and a half fathoms. This sheet of water was, until as recently as 1846, entirely cut off from communication with the sea, by a high wall of gravel and stones, when a passage was cut through this wall of sufficient width and depth to admit large vessels; this entrance is protected by a break water built on the western side. The advantages arising to the fisheries of the island from this newly created harbor are great; besides sheltering the vessels from stones it affords within its walls a good herring fishery. The inlet to this valuable port, however, requires deepening, and the break water should be extended. In 1851, this island contained 1,823 acres of cleared land, and a population of 1,187 souls, four places of worship, and four schools, attended by 148 children.

Comparison.

Population,	{ 1851, 19,938 }	{ Increase in 11 years, 1,760.
	{ 1840, 18,178 }	
Families,	{ 1851, 3,422 }	{ " " 512.
	{ 1840, 2,910 }	
Inhabited houses,	{ 1851, 3,183 }	{ " " 561.
	{ 1840, 2,622 }	
Places of worship,	{ 1851, 53 }	{ " " 17.
	{ 1840, 36 }	
Grist mills,	{ 1851, 14 }	{ Decrease " 2.
	{ 1840, 16 }	
Saw mills,	{ 1851, 102 }	{ " " 1.
	{ 1840, 103 }	
Cleared land,	{ 1851, 45,656 }	{ Increase " 10,521.
	{ 1840, 35,135 }	
Horses,	{ 1851, 1,667 }	{ " " 534.
	{ 1840, 1,133 }	
Neat Cattle,	{ 1851, 8,575 }	{ " " 752.
	{ 1840, 7,823 }	
Sheep,	{ 1851, 11,846 }	{ " " 87.
	{ 1840, 11,759 }	
Swine,	{ 1851, 2,326 }	{ Decrease " 1,960
	{ 1840, 4,286 }	

KING'S COUNTY.

Boundaries.—King's south by the City and County of Saint John, west by Charlotte, east by the prolongation of the eastern boundary of St. John, and south, by a line run north sixty-two degrees and thirty-four minutes east, and south sixty-two degrees and thirty-four minutes west, by Deputy Welkinson, from the lower end of Spoon Island, in the year 1838, and its southerly prolongation, as surveyed by Deputy Whipple, in the year 1853."

Civil Divisions, and General Description.—The County of King's is divided into nine parishes: Kingston, the shiretown, Hampton, Horton, Upham, Sussex, Studholm, and Springfield on the east side of the Saint John, and Greenfield and Westfield, the former on the west side of the St. John, and the latter crossing the river opposite the lower part of Long Beach, and embracing also a part of the land west of the Kennebecasis; thus not only separating the people of one part of the County from those of the other, but even dividing the parish by a river which is frequently impassable. From this cause municipal operations must be much retarded as well in this county as in many others on this river; and the only remedy we can see for these inconveniences, especially in the location of the counties, is a new arrangement of some of them making the river Saint John the front; and this might be done without much disturbing the county and parochial organizations.

The upland of this county is literally divided into isolated tracts by the river Saint John, and the Kennebecasis and Bellisle Bays and their numerous tributories. It contains, exclusive of these extensive sheets of water, 849,920 acres of land, of which 662,752 acres are granted; of these 129,923 are cleared and consequently 728,997 acres are still in a wilderness state. The county is dotted throughout its whole length by a chain of hills, giving it a broken, and somewhat mountainous and volcanic aspect. Many

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of the acclivities, where they are not rocky, afford good arable land up to the tops of the hills; and the whole district with its hills and large tracts of intervale and meadow, bays and rivers, a varied and presents somewhat of a romantic appearance. Besides the usual county officers, it possesses a bench of thirty-seven magistrates.

Rivers and Streams.—The Kennebecasis is 70 miles long, is navigable for steamers for upwards of 20 miles, and has its confluence with the St. John at the lower line of the county. This inland bay, as it may be called, extends lengthwise of the county for eighteen miles, and a river of the same name extends into the county of Albert, one branch of which runs north-eastly, rising within two miles of the head of the Annegance, a tributary of the Petitcoudiac. In the parish of Sussex this river is divided into various branches. Mill stream, Smith's Creek, Salmon river, and Ward's Creek, all of which are fed by several smaller streams. Hammond river enters the Kennebecasis bay from the south-east, and takes its rise partly in the county of Saint John.

At a distance of twenty-eight miles above the city, and just above Long Beach, Belleisle Bay enters the river St. John; at the head of which is a river of the same name. The latter flows from the north-eastward nearly parallel to the Kennebecasis. Some of the mountains towards the heads of these streams are lofty; Pisgah, Piccadilla, and Moose Hill are among the most prominent. The country between Belleisle Bay and the source of the Washademoak river, in Queen's county is very flat.

The Section of the county lying on the south-west of the Saint John is watered by the Musquash river, and its tributary streams and lakes, and also by the Merepis; these rivers all pass between lofty hills. Nearly all the streams of this county, especially towards their sources, present great facilities for mills and other establishments requiring water power.

Kingston, the shiretown, is situated in a very inconvenient part of the county, which is the reason of its not advancing with the same rapidity as other villages in the Province similarly circumstanced, or even as Hampton, or the villages in the Sussex Vale, either of which would be more convenient as the head quarters of the County. Kingston is a neat little village, in the midst of a broken district, containing much good land which is well improved. Here are all the public buildings of the County, the courts held, and all the public business transacted.

Agriculture and Roads.—Though the arable lands of this county are isolated in consequence of the rivers, lakes and hills, which every where present themselves, still it is the best agricultural county in the Province; not but that there are many other counties possessing equal advantages in this respect, but from their remoteness from markets, and the proximity of this county to St. John, the best market in the Lower Provinces, it has taken the lead of the others in agricultural progress. It possesses large tracts of sea and upland alluvium, commencing at the mouth of the Kennebecasis bay, extending up the river and its branches, up Salmon river to the boundary of Albert and along the mill streams for about sixteen miles; there are also similar tracts along Smith's Creek for about ten miles, on Wood's Creek for five or six miles, on the Annegance for five miles, on Trout Brook for fifteen miles, and from the head of Belleisle bay for eight miles, as well as on numerous other creeks and coves of its extensive water courses; thus a large portion of the area of this county consists of alluvial deposits.

The Mail road from Saint John to Halifax enters the county a short distance from the city of Saint John, and passes through a broken district of poor land, though there are some few fine farms on the way, as proofs what industry can effect. At Hampton Ferry, so called from the mails and passengers having been ferried over the Hampton river, until the recent erection of a bridge, a neat village has sprung up, a little above the head of the Kennebecasis Bay. This is a good farming district from the extent of alluvial land, marsh and intervale, already mentioned, but the upland is rather strong and of ordinary quality. The tide runs about four miles above the village of Hampton, in the parish of the same name, to which place wood boats, and small crafts, ascend the river; this place is about nine miles from Kingston. This road then passes through a good agricultural district, traversing the parish of Norton, and the principal part of Sussex, along the margin of the Kennebecasis which it crosses about fifty-seven miles from Saint John. Sussex Vale as it is often called, is a neat, though scattered, settlement, the centre of a rich and fertile district, abounding with alluvial intervale but from thence to within about eight miles of Westmoreland county the soil becomes poor and sterile.

Roads belt the west side of the Kennebecasis, the east side of the Saint John river, and both sides of Bellisle Bay, along which continuous settlements are found. Also from the post road at Sussex Vale others diverge northwesterly to connect with the roads in Queen's county, and intersecting the road from the Petitcouadiac to Fredericton. Another line of road extends easterly from Sussex Vale to Saint John and Albert Counties.

The principal settlements, in addition to these on the roads already described, are Smith's Creek, Mill Stream, Mechanics, Springfield, and Dutch Valley settlements; the latter extends up Trout Brook. There is a chain of settlements extending from the confluence of the Saint John with the Belleisle Bay, and from the Long Reach to Queen's county line, and along that line north-easterly, known by the several names of the East and West Scotch Settlements, and Irish, English, Keirstead, Snider Mountain, and Butternut ridge Settlements.

The parishes of Greenwich and Westfield consist of poor broken land, generally unfit for cultivation, except along the Merepis and Mushquash rivers, where there are some intervale tracts of good quality. The Merepis road on its way to Fredericton crosses the last named parish; and another road extends up the Saint John, along the westerly margin of Long Reach, a peculiarly straight part of that river; this road follows the general meanderings of the stream to Fredericton.

The only remaining tracts of ungranted land in this county are situated between the head of Mill Stream and Queen's County Line; this tract is good, but not extensive. Two or three years more will probably deprive the government of any right to land in this county.

In addition to these roads, villages and settlements, and the varied improvements making thereon, the Railway between Shediac and Saint John will traverse not less than fifty miles of the county, running in the vicinity of the post road; the county will probably have the advantage of two depots, which almost invariably become, as soon as established, the nucleus of towns, and the centres of trade and commerce.

Looking at Kings' County in an agricultural, commercial and geographical point of view, and having regard to its roads, railroad, and telegraphic communications, we see every reason for its advancement in these respects.

and for its maintaining at no distant period, three times its present population. One of the drawbacks to the progress of this and other counties, especially these near towns, is the circumstance of many persons holding large tracts of the best land unimproved, which are daily being increased in value by the settlement of lands around them, and therefore at the expense of others, without contributing to the construction of roads or the support of schools, but on the contrary retarding these and other objects of public benefit.

This county has the benefit of the Electric Telegraph Line to the extent of seventy miles, an office is open at the village in Sussex Vale, and another is about to be established at Hampton.

Ship-building.—The facilities for carrying on this branch of industry presented by this county can hardly be surpassed by any other in the Province. Its inland bays and rivers not only afford situations for ship-yards, but also the means for the easy conveyance of lumber and other materials. However the people generally pursue the more safe avocation of tilling the soil. Though not many ships have been built within the limits of the county, still it has furnished large quantities of timber and logs for the markets of Saint John.

Lumbering operations have been carried to a considerable extent in this county; but the farmers have confined themselves in most instances to their own pursuits, and have very properly left this business to others; hence has arisen the superiority of Eng's in the scale of agriculture over most of the other counties of New Brunswick. There is a steam saw-mill at Hampton, where large quantities of lumber are annually manufactured, and taken to Saint John, and thence exported to the markets of Britain.

Fisheries.—Almost all the inland water of this county have been haunts of salmon and other fish, and might have continued to be so, but for the mill-dams, and the irregular manner and time of taking them, adopted by the inhabitants. Hence the fisheries of the Saint John river and its tributaries will, unless some remedial steps be speedily taken and enforced, shortly be extinguished.

Minerals.—As far as Geological research has extended in this county, it is not known to possess much coals. A part of the Albert and Westmoreland coal-field, however, extends to it, from the head of Pollet river in a westerly and southerly direction towards Mill Stream, Ward's Creek, and Trout Brook. Dr. Gesner, in his second report, (page 63) speaks of "a stratum of impure cannel coal, about three feet in thickness," and says that, "from the quantities of this kind of coal mingled with the debris of the surface, it is evident that it exists in much greater quantities, and of a quality more pure, in situations, more concealed by beds of sand and other detrited matter."

The outcrop of coal has been discovered in the head banks of Mill Stream, and other branches of the Kennebecasis; with respect to the coal in Dutch Valley, Dr. Gesner adds, "although the larger and most important beds of coal remain undiscovered, * * * yet an advancement is made towards their development."

Iron ore.—King's County is said to be rich in iron ore of good quality; at Moose Hill in the parish of Springfield, about three miles north of Bellisle Bay, an extensive deposit of this ore was discovered by Dr. Gesner in 1841, about which, in page 52 of his 3d report, he says, "a mass taken from the common variety yielded sixty per cent of metallic iron. How far

this enormous metallic deposit extends in an east and west direction we were unable to determine; but, judging from the effect it had upon the compasses, it doubtless continues to the distance of several miles. From these facts it is believed to be one of the most extensive veins of iron ore in the British Provinces; being sufficient to supply America with iron for thousands of years. A similar kind of iron ore is abundant in Sweden, where numerous quantities of the best kind are smelted, and shipped to Great Britain." The facilities for manufacturing iron at this place are numerous; besides abundance of wood in the neighborhood of the ore, coals can easily be procured from the Grand Lake coal field; thus fuel is abundant. Water power is equally so; and these advantages, placed in the midst of a flourishing country, and added to the excellent character of the ore, must vastly increase its commercial worth.

Dr. Gesner, in his second report, (page 47) says, "In many of the bogs and swamps of Sussex Vale, there are extensive deposits of bog iron ore," which he adds, "might be worked with advantage, being of good quality, and situated where wood for fuel is abundant, also on account of its proximity to a part of the coal field." In his third report, he adds, "in some of the swamps there are collections of bog iron ore, of considerable thickness, and capable of supplying large quantities of iron;" and he says in his second report, "from their annual increase, they are several feet in thickness.

Limestone and *Gypsum* are abundant throughout the county, especially at Trout Brook, and in most of the lofty hills environing Sussex Vale, on the Mill stream, at Butternut Ridge, Smith's Creek, and several other places. A good quality of Granite, out of which some of the public buildings at Kingston are constructed, is also found on the Saint John river, and in some other parts of the County.

Mineral Springs are numerous. In the parish of Sussex, about three miles from its village, and near the post-road and railway line, are two excellent salt springs, where a small salt manufactory is established, but which has been allowed, through mismanagement, to fall into decay; still small quantities for domestic use in the neighborhood, are annually manufactured. The process is evaporation, by boiling in iron vessels, when the establishment and machinery, which was on a limited scale, were in good working condition, from twelve to fifteen bushels were produced per day, every hundred gallons of water yielding one bushel of pure salt, which is of excellent quality, and highly prized by farmers, especially in the preparation of butter. Now that a railway, passing so near, is being constructed, it will not be unreasonable to anticipate the immediate commencement of more extensive operations in this and other branches of industry. There is a good salt spring between the head of Smith's Creek and the head of the Annegance; and similar springs have been observed in other parts of the country. Dr. Gesner says, in his second report, (page 48) that, "there can be no doubt that the beds of salt, communicating their properties to these springs, might be found by judicious boring; and, should the wants of the country ever require it, an inexhaustible supply of this necessary mineral might be procured."

Education.—In no part of the census returns are we so able to detect error as in the numbers attending the schools. Comparing the inspectors returns for 1853 with the census, we find, notwithstanding the great visible improvement in every branch of trade, and in the growth of farm pro-

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duce, since the census was taken, a decrease in the school attendance in some counties, while in others there is an unprecedented increase, so far as regards the parish schools.

In this county, the number of scholars in 1853, was	2,507
In 1851, "	1,880

Increase in two years,

627

This increase, though not equal to that of some of the other counties, is a very legitimate one; and in all probability the census of this county, in this particular, is near the truth. Its proximity to the city of Saint John affords it superior scholastic facilities to those of many of the other counties of the Province.

Population, and other Statistics of King's County, in 1851.

	Parishes.								Totals.	
	Greenwich.	Hampton.	Kingston.	Norton.	Springfield.	Stuholm.	Sussex.	Upham.		Westfield.
Inhabitants,	1,253	2,150	2,021	1,433	2,165	2,974	3,380	1,924	1,542	18,842
Families,	204	354	337	229	353	480	531	309	249	3,046
Children at school,*	146	221	179	145	300	165	405	121	200	1,912
School houses,	8	17	8	8	18	10	13	8	8	98
Places of worship,	5	8	7	6	5	8	7	10	5	61
Births,	29	49	42	43	77	91	80	94	53	558
Deaths,	8	13	9	22	28	18	14	14	12	138
Sick and infirm,	7	29	32	18	59	20	11	9	11	196
Agriculturists,	209	258	336	213	313	330	464	294	208	2,625
Saw mills,	3	12	10	6	5	13	11	9	6	75
Grist mills,	3	4	4	5	6	9	9	4	2	46
Acres of land cleared,	7,339	11,195	10,543	9,547	14,527	23,241	27,068	10,824	6,639	120,923
Tons of hay,	2,872	4,602	3,187	3,840	4,634	5,938	7,717	3,465	2,556	33,811
Bushels of wheat,	559	539	575	1,055	1,245	4,980	4,717	770	455	14,895
“ barley,	112	659	197	275	341	1,850	1,569	196	218	5,417
“ oats,	7,030	13,245	7,943	1,871	15,307	49,278	53,255	14,522	6,517	178,968
“ buckwheat,	11,134	10,757	13,108	16,330	31,430	53,594	43,688	18,887	7,323	206,251
“ Indian corn,	740	111	502	201	562	358	278	13	193	2,958
“ potatoes,	15,383	29,085	17,290	23,840	21,915	59,345	76,505	41,917	17,488	303,568
“ turnips,										84,539
Horses and cattle,										29,746
Sheep and swine,										38,571

*Includes those who attended both parish and grammar schools; there were only 1,880 attended parish schools, in the county, in 1851; while in 1853, there were 2,507,—showing an increase, in two years, of 627 children in attendance.

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Comparison.

Population,	{ 1851, 18,842	{	Increase in 11 years, 4,378.
	{ 1840, 14,464	}	
Families,	{ 1851, 3,046	{	" " 740.
	{ 1840, 2,306	}	
Inhabited houses,	{ 1851, 2,926	{	" " 748.
	{ 1840, 2,178	}	
Places of worship,	{ 1851, 61	{	" " 27.
	{ 1840, 34	}	
Grist mills,	{ 1851, 46	{	" " 3.
	{ 1840, 43	}	
Saw mills,	{ 1851, 75	{	" " 7.
	{ 1840, 68	}	
Cleared land,	{ 1851, 120,923	{	" " 51,471.
	{ 1840, 69,452	}	
Horses,	{ 1851, 2,988	{	" " 592.
	{ 1840, 2,396	}	
Neat Cattle,	{ 1851, 18,295	{	" " 2,623.
	{ 1840, 15,672	}	
Sheep,	{ 1851, 31,235	{	" " 7,163.
	{ 1840, 24,072	}	
Swine,	{ 1851, 7,338	{	Decrease " 2,070.
	{ 1840, 9,408	}	

QUEEN'S COUNTY.

Boundaries.—"Queen's, bounded south easterly, by King's; north easterly by the prolongation of the eastern boundary of King's, and the line run north, fifty-six degrees and thirty minutes west, by Deputy Price in the Year of Our Lord 1841, from the northwest angle of Westmoreland; southwesterly by Charlotte, and northwesterly by the lines run from the lower line of Lot number one (Conrad Stirich) south-westerly by Deputy Wilkinson, in the year 1832, and Deputy O'Connor in the year 1843, and northeasterly by Deputy Monro in the year 1846."

General Description.—This irregularly located county contains 961,280 acres of land, exclusive of large sheets of water; out of which 514,204 acres are granted; and of this quantity, there were in 1851, 63,719 cleared; consequently, at that time, there were not less than 897,561 acres in an unimproved state. In 1851, it numbered 10,634 persons.

Besides the river Saint John, which runs across the county, dividing it into two unequal parts, the largest being on the north-east side of the river, it is watered on the south-west by the Merepis, and its numerous tributories, the Octnabog river and lake; and on the north-east it has Grand Lake with many supplying streams, the principal of which are the Gaspereaux and Salmon rivers, running through its whole length; and, near the lower line of the county, and almost parallel thereto runs the Washademoak lake and river, and their tributories; this sheet of water runs north-easterly, and nearly parallel to Grand Lake and its principal branches, and is navigable for steamers and other smaller craft. The next sheet of water of importance, is Maquapit Lake, which is above four miles in length by nearly two in breadth; this and French Lake, the latter being situate in the lower part of the county of Sunbury, are connected by a deep winding channel, three miles long, called a thoroughfare—it is studded on both sides with oak.

*Includes those who attended both parish and grammar schools; there were only 1,880 attended parish schools, in the county, in 1851; while in 1853, there were 2,507,—showing an increase, in two years, of 627 children in attendance.

elm, maple, and other trees; the land is very wet, so much so that it is unfit for cultivation. The whole country around the lower part of Grand Maquapit and French Lake, and their outlets, is flat, and during spring freshets, is covered with water, together with a large extent of the land both up and down on the easterly bank of the Saint John river, thus acquiring a rich deposit of alluvium. At these periods the whole tract extending from the west bank of that river for three or four miles eastward, is one vast expanse of water, exclusive of Grand Lake, with which it is connected. On the freshets abating the face of the country appears to be literally broken up into fragmentary districts of land and water. The contrast between the appearance of this neighborhood at such periods, and that presented about the first of July, with the unequalled rapidity with which vegetation is perfected, must be matter of astonishment to the stranger.

Roads.—There are numerous main roads traversing the county on the west of the main river. Besides that running along its margin, there is the Merepis road from Saint John to Fredericton, a road from Gagetown to intersect the last mentioned road, and a road from Fredericton, via. the forks of the Oromocto, to a junction with the Merepis road near the lower line of the county; and also a road from the Saint John, along the upper boundary till it joins the Merepis road. On turning to the opposite side of the river, we find that in addition to the road along its margin, each side of Grand Lake and Salmon river, as well as Washademoak Lake and river, are belted by roads; thus, between its water communications and its roads, the interior of this county is well opened up for inspection. The land fit for cultivation, bordering both on the roads, and rivers, or lakes is nearly all granted and thinly settled. A new road is now being made between the settlements on Salmon river, and those on the Richibucto, which will not only open to the settlers on the latter, a communication with the Saint John, but will also pave the way for a new line of settlements through a wilderness tract, much of which is fit for agricultural operations. The road running from the mouth of the Nashwaak, to the Petitoudiac river above the Bend, passes round the head of Grand Lake, and by the New Canaan settlement, through the most eastern portion of the county.

Agriculture.—The character of the land in an agricultural point of view, is equal to that of King's, already described, and superior to that of Sunbury. Besides possessing in common with those counties a large tract of alluvial land along the Saint John, and some islands in the river, which is also subject to the same periodical inundations, the county contains extensive tracts of strong second and third rate soils, where a great number of additional families might be maintained.

The ready facilities afforded in Queen's County, for the conveyance of lumber by the land and water communications above described, have done, and still continue to do much to retard the progress of agriculture. Its streams penetrate the wilderness to such an extent, that the lumbering parties encamped on the Oxbow of the Salmon river, have had those engaged in similar operations on the Richibucto for neighbors, while the two parties were taking their lumber to the sea in opposite directions. However, as the best timber has been taken away, so that this employment will gradually diminish, we may reasonably anticipate a greater attention to the more honorable pursuit of farming.

The accompanying tables will shew that, notwithstanding the lumbering character of the people of this county, agricultural pursuits have steadily

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advanced. A large quantity of the public lands of this, and the adjoining counties of King's and Sunbury, have been in the possession of persons, called *Squatters*, who have not paid for their land, and live by dividing their time between lumbering, a little fishing, and a little farming; their improvements are frequently purchased by those who have obtained grants of the land, who go on improving upon the foundations laid by these pioneers of the wilderness.

Persons desirous of purchasing farms of from one to two hundred acres of good land, could obtain a Lot, partially improved, situate on a road in progress, or sometimes good and passable, for the small sum of from fifty to one hundred pounds; indeed the capitalist can readily obtain farms in the more remote settlements, in almost every county in the Province; the disposition to sell if they possess a title, or to give a quit claim, if squatters, being general, and arising probably from the unsettled habits acquired while lumbering; or perhaps from pecuniary distress originating in the mode in which this (as it is often pursued) fluctuating and unsettled occupation is carried on.

In addition to the facilities afforded to small capitalists, in this and the adjoining counties, to locate themselves on farms, partially improved, there is an extensive tract of good land still ungranted, in the north-east section of Queen's, between the settlements on Salmon river and Coal Creek, the branches of the Washademoak, and Butternut ridge, and New Canaan Settlements; where a large number of families could be placed. There are also many small tracts of good land yet to be obtained, abutting on the numerous settlements with which the county is intersected; so that those who are desirous of settling in this neighborhood, can hardly go amiss for good land in favorable situations.

Education.—In 1851, there were fifty-four school houses, and 1,159 children attending parish schools, and 21 attending grammar schools, in the following year the latter had increased to 27. In 1853, there were 65 parish schools attended by 1,643 pupils, showing an increase of 484 pupils in three years.

Fisheries.—Salmon, shad, and gaspereaux ascend the Washademoak Lake and river, upwards of forty miles from the mouth. This lake, having scarcely any current, and a muddy bottom, affords, as do also many of its branches, good spawning ground for these fish. The next place of resort for these species, is Grand Lake, which enters the Saint John by a narrow, deep channel, already described. This sheet of water, with the streams falling into it, formerly afforded ample room for fish; but latterly, saw mills have impeded their entrance to many of these small rivers, and the other abuses in the mode of conducting the fisheries have done much to put an end to this source of employment. The fish taken in this county, in 1851, were valued at £296.

Minerals.—The county of Queen's possesses lime, coal, and iron ore. The former is obtained in great abundance, on both sides of the Saint John, below the mouth of the Washademoak. In 1851, there were 302 casks burnt.

Coal has been discovered at the head of Grand Lake, and along its banks and those of its branches, as well as on the Washademoak. A few years ago, a company was organized to raise coal in this vicinity, and they sent a partial supply to Saint John, Fredericton, and Gage Town; but from the indifferent quality of the coal, and the thinness of the vein, not being more

than from 15 to 20 inches, the undertaking did not succeed. In 1851, there were 940 tons raised in the parish of Canning, which is on the west side of Grand Lake. and includes parts of Salmon and Newcastle rivers, on which the coal was found; indeed, it has been known for upwards of forty years to exist in this vicinity, though very little has been done towards rendering it available; at one period, 2000 chaldrons are said to have been raised per annum. The Salmon River Company, before referred to, expended £2000 in boring to a depth of 400 feet, in the year 1837; and in doing so, passed through a few veins, but not sufficiently thick to warrant further operations. The various beds of coal hitherto discovered in this county are, in all probability, continuations of those found by this company. With regard to the applicability of this coal, generally, Professor Johnston says:— "The coal is bituminous. and cakes, or fuses, when heated, so as to form a hollow fire admirably fitted for blacksmiths' use, but less so for ordinary grates, without frequent stirring." And, according to the published anticipations of Dr. Gesner, further explorations in this county would open "other and far richer deposits."

Iron is found in different parts of the county; at Coote Hill, on the southwest side of the St. John. Dr. Gesner says, in his geological report of 1841, page 53: "In 1838, we discovered an enormous deposit of iron ore," the quality of which he does not give; but from its proximity to another body of excellent quality, discovered by him in King's county, we should be led to believe that this deposit is good also.

The discovery of a large body of iron ore by the writer, while surveying the line between this county and Sunbury, has been already noticed.

Between the lower line of the county, and the head of Long Reach, there is a body of granite and slate; the former is of the best quality of "gneiss," being distinctly stratified, and free from any admixture likely to destroy its durability and beauty. This granite is not only of a superior quality, but its proximity to the river renders it easy of working. Blocks may be obtained of any dimensions requisite. This gneiss region was discovered by Dr. Gesner in 1838, and it has been worked to a considerable extent: large quantities have been shipped to the towns and settlements on the Saint John river.

Civil Divisions, &c.—Queen's county has a bench of twenty-three magistrates, and now contains ten parishes, viz: Gagetown, Hampstead, and Petersville, on the west; and Canning, Wickham, Johnston, Waterborough, Brunswick, Chipman, and Cambridge, on the east side of the river. On account of the northeasterly prolongation of the county, and its fragmentary character, broken up, as it were, by so many sheets of navigable water, the inhabitants of many of these parishes find it very difficult, especially at certain seasons of the year, to reach Gagetown, the capital of the county. This town, in the parish of the same name, is beautifully situated on a small creek emptying itself into the Saint John, nearly opposite the Jet of the Grand Lake; it is the halting place of the little fleet of steamers daily passing, during the summer, from Saint John, the mercantile, to Fredericton, the civil capital of the Province. The town is neatly laid out, and its public and private buildings shew a considerable degree of taste. What adds much, however, to the beauty of this spot, is the almost continuous character of the town, both up and down the river. The banks of the Saint John are beautifully studded with neat cottages; and this is not the least of those features which render a steamboat excursion, on a summer's

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day, up this river, so peculiarly delightful. The parish of Gagetown, in 1840, contained 865 persons; and in 1851, the population numbered 1,075.

The accompanying statistical tables will shew the increase of the county in detail, according to its civil divisions. By an act of the Legislature, passed in the year 1852, a new parish was created, called Cambridge, out of the parishes of Waterborough, Johnston and Wickham, to the east of the Saint John. Thus, the county now contains ten parishes, instead of nine, which it contained in 1851, when the census was taken. The statistics of the new parish are, of course, included in those of the parishes of which it then formed a part.

Population, and other Statistics of Queen's County, in 1851.

	Parishes.										Totals.
	Brunswick.	Canning.	Chipman.	Georgetown.	Hampstead.	Johnston.	Petersville.	Waterborough.	Wickham.		
Inhabitants,	242	759	1,341	1,075	1,050	1,663	1,545	1,598	1,261	10,624	
Families,	45	129	199	165	195	285	250	241	217	1,726	
Children at school,	23	53	47	123	138	207	225	184	174	1,180	
School houses,	1	4	2	4	8	9	7	10	9	54	
Births,	12	39	42	27	39	53	57	44	44	357	
Deaths,		11	17	4	3	15	8	12	6	76	
Sick and infirm,	3		9	22	9	17	7	11	12	90	
Acres of land cleared,	1,372	3,946	3,797	5,429	7,711	8,783	7,834	13,881	10,906	63,719	
Places of worship,	2	8	2	4	5	4	3	9	3	40	
Saw mills,	4	5	7		1	2		3	2	24	
Grist mills,	1	2	4	2	4	3	3	3	6	28	
Agriculturists,	43	42	128	107	148	279	212	168	194	1,321	
Tons of hay,	677	1,995	1,263	2,926	2,753	2,627	2,300	2,616	5,329	22,556	
Bushels of wheat,	601	181	1,346	480	948	745	928	983	1,010	7,222	
" barley,	30		45	78	17	100	12	46	328		
" oats,	4,326	4,708	11,914	5,777	13,513	10,482	24,041	10,680	11,918	97,359	
" buckwheat,	1,641	5,880	2,602	5,429	14,833	16,207	14,016	12,442	16,425	89,475	
" Indian Corn,		1,409	68	1,641	1,127	811	68	1,922	1,461	8,507	
" potatoes,		13,497	15,729	18,830	23,843	17,760	32,131	20,984	20,158	168,656	
" peas and beans,	5,718									2,771	
" turnips,										28,925	
" other roots,										2,476	

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Comparison.

Population,	{ 1851, 10,634	{ Increase in 11 years, 2,402.
	{ 1840, 8,232	
Families,	{ 1851, 1,726	{ " " 491.
	{ 1840, 1,235	
Inhabited houses,	{ 1851, 1,557	{ " " 389.
	{ 1840, 1,168	
Places of worship,	{ 1851, 40	{ " " 21.
	{ 1840, 19	
Saw mills,	{ 1851, 24	{ Decrease " 4.
	{ 1840, 28	
Grist mills,	{ 1851, 23	{ Increase " 9.
	{ 1840, 19	
Cleared land,	{ 1851, 63,719	{ " " 20,630.
	{ 1840, 43,089	
Horses,	{ 1851, 1,514	{ " " 72.
	{ 1840, 1,342	
Neat cattle,	{ 1851, 10,612	{ " " 2,277.
	{ 1840, 8,335	
Sheep,	{ 1851, 16,040	{ " " 2,678
	{ 1840, 13,362	
Swine,	{ 1851, 3,028	{ Decrease " 1,831.
	{ 1840, 4,859	

COUNTY OF SUNBURY.

Boundaries.—“Sunbury, southeasterly by Queen’s, south by Charlotte, north by the line run north, fifty-six degrees and thirty minutes west, by Deputy Price, in 1841, from the northwest angle of Westmoreland, and northwesterly by the line run north, forty-seven degrees and forty-five minutes east, and south forty-seven degrees and forty-five minutes west, by Deputy Jouett, in the year 1846, from the lower boundary of the grant to Daniel Fukes and others, and its prolongation northeasterly.”

Rivers—This county, besides being nearly equally divided by the river Saint John, is watered, on the northeast, by Little River, which falls into French Lake, a tributary of the Saint John, Newcastle river, and some other streams emptying themselves into Grand Lake, in King’s county. The only stream, of any magnitude, on the southwest side of the Saint John, is the Oromocto, a deep river, as its name implies, falling into the Saint John eleven miles below the city of Fredericton. The Oromocto is navigable, for a distance of twenty miles from its mouth, for large class river steamers, and for schooners of fifty tons burthen. It then divides into two branches, known as the south and northwest; at the head of each are large lakes, into which, if mill dams were removed, boats could easily ascend.

General Description and Agriculture.—Sunbury contains but five parishes, and has a bench of eighteen magistrates. It comprises 782,080 acres of land; 377,078 acres are granted, leaving 405,002 still at the disposal of the Government. Of the granted lands, there were, in 1851, 15,587 acres cleared; and thus a large portion—361,491, besides the tracts not granted—is still unimproved. The soil generally, except along the margins of the rivers and streams, is of rather a meagre character for agricultural pursuits. Indeed, this inference may be drawn, as to the great bulk of the county, from the small quantity cleared: that it, and especially the part ungranted, is poor, and not inviting to settlers. It is certain, however, that there are

considerable tracts of first rate soils on the Oromocto and its tributories, on the road from Fredericton to Saint John, via the junction of its principal branches, and also on the east side of the St. John. Almost all the lands fit for cultivation on these streams have been granted, and settlements are extended from the northwest Oromocto to the Cork Settlement, in York, where there are some small tracts of good land still ungranted.

The land on both sides of the main river is good; but on the southwest bank it does not extend much over one tier of lots, or about a mile from the river. The remainder on this side, except the tracts already described, has been burnt over by the fires so common and so destructive among the woods of these Provinces. At the mouth of the Oromocto, and bearing the same name, is a neat little town, in the parish of Burton, where the county offices are located, and the public business is transacted. At this spot, ship-building has, at various times, been carried on with much spirit, vessels of upwards of 1000 tons burthen having been constructed here. Few places in this part of the Province present more advantages for this branch of business. There is a beautiful strip of alluvial land on the border of the river, especially between the town and Fredericton.

Crossing to the opposite side of the Saint John, we come to the parish of Maugerville, the oldest English settlement in the Province; it was founded in 1766. In 1770, the first court of common pleas ever held in New Brunswick had its sittings at this place; and at that time, the whole of New Brunswick was included in the county of Sunbury. On the arrival of the Loyalists in 1783, the court was removed to Saint John, and from thence to Fredericton. The remaining parish, on this side of the river, is Sheffield, which, in common with the other sub-divisions of this county, is laid out with much more uniformity than those of the county of York, although the latter is the seat of the Surveyor General's Department. In the main river opposite these two parishes are Oromocto, Ox, Middle, and Maugerville islands, the latter being nearly three miles long. All these islands are very fertile, and their borders are beautifully protected and shaded by elms and other forest trees; they produce large crops of excellent hay. The parishes of Sheffield and Blissville are the two best hay-producing parishes in the county; the latter being situate at its south-west extremity, has the advantage of the meadows along the numerous streams contributing to the Oromocto; and the former, in addition to its improved upland, possesses a large extent of alluvial land, bordering on the Saint John. A large flat tract of this description of land extends along the rivers edge, across the front of the parish of Maugerville, into the lower part of York, and continues downward through part of Queen's County, nearly to the Washademoak. The whole of this interval, except a few of the more elevated spots, and including the river islands in front, are generally overflowed by the periodical spring, and sometimes by the autumnal freshets. These floods sometimes rise to a sufficient height to remove logs, and fences, and other loose stuff; occasionally indeed, when a freshet is accompanied by high winds, trees are rooted up, barns and other buildings washed down, and haystacks, sheep, and other farms stock carried away by the current. In some places, the lower floors of the houses have been inundated, so that the inmates have been compelled to take to the upper stories of their dwellings, and sometimes to their boats or canoes, one of which is usually kept anchored at the door ready for an aquatic excursion if required. Yet, although an additional amount of labor is required on the part of the

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farmer, to secure his fences, and other materials that may be easily removed, from being swept away by these Egyptian like inundations, which rarely last beyond a few days, still the alluvial sediment, which, like those of the Mill, they annually spread over the ground, amply compensates him, by its enriching qualities, for this extra trouble; and in a few days after these irrigations cease, the labors of the husbandman begin, and the face of the country is again covered with a luxuriant vegetation.

The northern extremity of Sunbury, with a few exceptions, is poor, as has been already stated, the principal settlements therefore, besides those on the banks of the river St John, are the Geary, Maryland, and others on the Merepoc road, and Oromocto river.

Minerals.—The principal part of this County lies within the coal region of the Province, and some bituminous coal has been found, yet very little is known of any deposit worthy of notice except a few outcrops, although some limited explorations by boring have been undertaken, but as it is within the carboniferous district we may indulge the hope that future and more minute researches may yet be successful.

1851.—*Population and other Statistics of Sunbury County.*

	Parishes.					Totals.
	Blissville.	Barton.	Lincoln.	Maugerville.	Sheffield.	
Inhabitants,	1,104	1,480	695	649	1,373	5,301
Families,	171	219	118	116	222	846
Children at school,	78	95	109	83	191	556
School houses,	3	5	3	4	9	24
Births,	40	30	36	22	51	179
Deaths,	13	13	11	7	30	74
Sick and infirm,	5	19	18	7	35	84
Agriculturists,	133	163	161	75	118	650
Places of worship,	2	5	2	2	4	15
Saw mills,	9	1			2	12
Grist mills,	2	2	2		1	7
Acres of land cleared,	3,432	3,740	1,591	2,456	4,368	15,587
Tons of hay,	2,168	1,810	1,645	1,763	2,683	10,069
Wheat, bushels,	2,231	860	597	908	955	5,551
Barley, "	223	555	112	80	3	973
Oats, "	6,183	7,933	7,207	10,290	8,411	40,024
Buckwheat,	2,560	4,709	3,664	3,688	7,290	21,911
Indian Corn,	965	1,805	520	971	2,909	7,170
Potatoes,	22,993	30,365	20,233	15,910	26,856	116,357

By reference to the statistical tables accompanying the description of each county, it will be observed that Sunbury, though comparatively small in area, and inferior in its quantity of cleared land, raised more Indian corn, in 1851, than Saint John, Albert, Westmoreland, Northumberland, Victoria and Gloucester, collectively. The land along the Valley of the Saint John is, generally, well calculated for the production of this grain, and if more attention were paid to its culture, a large amount of additional food would be produced.

Comparison.

Population,	{ 1851, 5,301 }	{ Increase in 11 years, 1,041.
	{ 1840, 4,260 }	
Families,	{ 1851, 846 }	{ " " 210.
	{ 1840, 636 }	
Inhabited houses,	{ 1851, 770 }	{ " " 197.
	{ 1840, 573 }	
Places of worship,	{ 1851, 15 }	{ " " 7.
	{ 1840, 8 }	
Grist mills,	{ 1851, 7 }	{ " " 1.
	{ 1840, 6 }	
Saw mills,	{ 1851, 12 }	{ Decrease " 3.
	{ 1840, 15 }	
Cleared land,	{ 1851, 15,587 }	{ Increase " 3,325.
	{ 1840, 12,262 }	
Horses,	{ 1851, 849 }	{ " " 19.
	{ 1840, 830 }	
Neat Cattle,	{ 1851, 4,475 }	{ " " 574.
	{ 1840, 3,901 }	
Sheep,	{ 1851, 6,688 }	{ " " 7.
	{ 1840, 6,681 }	
Swine,	{ 1851, 1,084 }	{ Decrease " 1,227.
	{ 1840, 2,311 }	

COUNTY OF YORK.

Boundaries.—"York, south-easterly by Sunbury, south-westerly by Charlotte, and the State of Maine; north easterly by the line run north fifty-six degrees and thirty minutes west by Deputy Price, in the year 1841, from the north-west angle of Westmoreland, and the line run north six degrees forty minutes west by Deputy Scully, in "1832," from the south-west Miramichi river, near Boiestown, and its southerly and northly prolongations; and north-westerly by the line run true east by Deputy Jouett, in the year "1847," from the Monument by Eel river, and the line run north forty-seven degrees twenty minutes east, by Deputy Jouett, in the year "1847," from the river Saint John, at the upper line of the lower half of Lot number twenty-eight, granted to Matthew Philips, and its north-easterly prolongation."

General Description.—There is contained within the limits above described, an area of 2,201,600 acres of land, (larger than the whole colony of Prince Edward Island,) 1,230,686 acres are still vacant; consequently there are 970,914 acres granted, out of which 70,000 are cleared; leaving a balance of 980,914 acres of the portion granted, but not improved.

In 1851, it contained a population of 17,628 persons, and by this time it has probably reached 20,000. It is intersected by the river Saint John, and traversed by numerous branches of that river.

The Nashwaak, an important tributary of the Saint John, falls into it, from the eastward, a short distance below Fredericton. The Keswick river, at the mouth of which the effects of the ocean tides are felt, the Mactaquack stream, and the Narkawikah river also join the Saint John from the same direction above that city. These and other streams, together with the South West Miramichi, and its tributaries, water this section of the county. The south-west side of the river, in addition to the numerous small streams fall-

ing into the Saint John, is watered by the tributary streams emptying themselves into the chain of lakes at the head of the St. Croix, and forming the boundary of Maine.

The character of the soil of this county to many parts is highly calculated for agricultural operations, especially the district known as the Harvey Settlement, and a large portion of the Company's lands. There are excellent tracts of land of an alluvial nature along the margins of many of the streams, as well as on the meanderings of the main river. Still there is, as must be expected, a large extent of comparatively poor land. The settlement of this section of the Province having been preceded by the operations of the lumberman, in whose track fire is most likely to follow, it has suffered severely from the ravages of this devouring element. About the time of the great fire, as it was called, in Miramichi, a large portion of it was burnt, and its soil was rendered almost useless for a long time to come, besides the destruction of a vast extent of valuable forest timber. York has long supplied the markets of Europe with great quantities of lumber and squared timber, as indeed it still continues to do to some extent, although recently the attention of its population has, by the aid of agricultural societies, been turned to farming pursuits.

Settlements extend up both sides of the river Saint John, and into the interior, on the east side in the direction of Miramichi, as well as towards St. Andrew's, by way of the Harvey Settlement; the principal of which, besides those on the Saint John, are Maryland, Stanley, Tay, Campbell, Cardigan, Bird, Hammond Hanville and Harvey Settlements.

The chief articles manufactured are boots and shoes, leather, candles, cabinet works, &c., soap, fish, hats, iron castings, lime, grindstones, and maple sugar, valued in 1851 at £22,628 currency.

The county of York made more butter, in 1851, than any county in the Province, except King's, the amount being 447,393 pounds, which was 125,060 lbs. more than Westmoreland, where are the most extensive marshes to be found in North America, and although the latter county exceeds it in the growth of hay by 6,607 tons; the population of these two counties being nearly the same. The only reason we can assign for the inequality that exists in the quantities of agricultural produce, is the proximity of the farm population of York to a market, and the remoteness of Westmorland, depriving its farmers of the advantage accruing to these who are situated near large towns.

This county contains ten parishes, viz: the City of Fredericton, the head quarters both of the county and Province, Douglas, Dumfries, Kingsclere, New Maryland, Prince William, Queensbury, St. Mary's, Southampton, and Stanley; the latter place is the principal village in the Nova Scotia and New Brunswick Land Company's territory.

Education.—There are 83 parish school districts in the county, in fifty-seven of which public schools, and four private schools, are taught. These schools were attended, in 1853, by 2,659 scholars, being an advance of 1,020 over the number in 1851. This is a very legitimate increase in two years, and if it were extended to every county in the Province in proportion to their respective populations, the total increase over 1851 would, in 1854, be more than 10,000 instead of 5,741. The number that attended the grammar schools in 1851, was 62. These figures speak well for the intellectual advancement of the County. A detailed description of the literary institutions will be found under the head of Provincial Education.

Roads.—The principal base, or main roads, from which numerous by-roads diverge in all directions to the various settlements every where forming, are: The road from Fredericton to Woodstock, on the south west bank of the river St. John, a distance of 62 miles, passing through a well settled agricultural district. This section of the county is hilly, and full of deep ravines; in consequence of which and of the numerous streams crossing the road, and falling into the main river, its construction and reparations involve a heavy cost. It is the route of the mail from Fredericton to the upper St. John, and therefore requires to be kept in good repair.

The road from Fredericton to Woodstock, on the north-east side of the river, the principal part of which was formerly the Mail road, passes over an undulating country, through numerous thriving settlements, among which are Scotch, Coverhill, and Campbell Settlements; the land on both sides the St. John is granted to the extent of several miles from the river, though the principal improvements are confined to its margins and those of its tributaries.

The road from Fredericton to Newcastle, on the Miramichi, 106 miles, runs along the west branch of the Nashwaak river, principally through a settled country, crossing the river near Stanley, on the Company's lands, and from thence, via Boiestown, down the Miramichi, near the frontier settlements of Northumberland; this is also a mail route.

The royal road touches the river St. John, on the northeast side nearly opposite the City of Fredericton, and runs almost direct through the wilderness to the Grand Falls within a short distance of the river, a branch of it runs northward to Campbelle, a settlement on the south-west Miramichi, and nearly parallel to the post road through Boiestown. From these main roads numerous cross roads diverge, thus paving the way for new and more extensive settlements.

There are also many other roads running from Fredericton to different parts of the Province; among which are the road to Carleton, in the county of St. John, via the south branch of the Oromocto river; and the road from Fredericton to St. Andrew's, 78 miles, passing through the Hanville, Harvey, and other settlements; this is a good road, offering numerous facilities for the advantageous location of emigrants.

The Rail Road from St. Andrew's to Woodstock, crosses near the southwest end of the county, and at a short distance from the State of Maine; in its course it intersects the Howard Settlement and its roads.

Notwithstanding this county has so large an extent of roads, there is still a great proportion of its most valuable lands without this means of access, the first and most important step to the opening up a new country.

Races.—This county possesses nearly all the diversity of population peculiar to the mother country. The Parish of Kingsclear was originally settled by New Jersey volunteers; the Cardigan settlement, on Taybrook, a branch of the Nashwaak, is a Welsh settlement; Stanley is principally composed of Highland Scotch; and the Harvey Settlement consists of people from both sides of the common English and Scotch border. The Hanwell settlement is principally Irish; there are numerous other settlements composed of Scotch, English and Irish; while the inhabitants of the city of Fredericton are principally people from the mother country, and their descendants, interspersed with a goodly sprinkling of Provincials, so that no county in the Province possesses a greater diversity of origin, and perhaps none, as a whole, can boast of a greater amount of intelligence united with affability.

Minerals.—A part of this county is within what is called the "great coal-field of New Brunswick," the boundary of this section of the field begins within about five miles of the county of Charlotte, and runs along the lower or south east line of the county, keeping an average breadth, to the north-west of this line, of fifteen miles, and embracing about one fourth of the area of the county of York. Like other parts of this field, coal is found to outcrop in various parts of this tract, but little is known as to depth or quality; for, although it has been discovered on the Taybrook, the Nashwaak and Oromocto rivers, and in several other places, yet no proper effort has been made to ascertain its extent or nature, much less to work it.

Limestone exists on the St John river, a short distance above the city of Fredericton, and in the Taybrook settlement; but in neither place has much lime been manufactured.

Grindstones—An excellent quality of grindstone has been discovered on the Nashwaak, and its tributaries; where there are also great water power facilities for manufacturing operations.

There are indications of the existence of Iron ore in several localities within the country, but to what extent is not known.

Shipbuilding and Fishing are not pursued in this country to any degree worth notice; although the river is sufficiently navigable for small class vessels, and the country around professes abundance of good timber for their construction; while the numerous streams present ample facilities for procuring it, still but little is done in the manufacture of ships; and as to the Salmon Fishery, which was the principal carried on, it has been annihilated in consequence of the unseasonable manner in which the fish have been taken.

Subdivisions—Five of the ten parishes into which the County of York is divided, viz: the City of Fredericton, New Maryland, Kingsclear, Prince William, and Dumfries, are situate on the south-west side of the St. John; and they all front on the river except New Maryland, which abuts on the rear of the Capital.

The remaining five parishes lay on the north east side of the main river, and are designated as follows: Southampton, situate in the west, fronting on the St. John, and opposite Dumfries: Queensbury is further down also fronting on the river, Stanley lies in the rear of the last named parish; Douglas is situate on the river to the eastward of Queensbury, and St. Mary's bounds partly on the St. John, in front of Fredericton, and partly on the north-east of Douglas.

The city of Fredericton, formerly called St. Ann's, was constituted the head quarters of the Province in 1785, by Sir Guy Carleton, its first governor; and it has ever since continued to be the capital, the residence of the governors, and of the heads of all the principal departments; here also the Legislature, and the Executive Council, hold their sittings. It is situate at the head of sloop navigation, though there are times when vessels of a much larger class could navigate this part of the river. It is eighty-four miles by the river, and sixty-five miles by the high-road, above the city of Saint John.

This City stands on a plain protruding into the river, which is here over half a mile in width; it is surrounded by a chain of hills, rising in regular gradations, the level extending along the margin of the river for about a mile and an half, and being, at the widest part, about half a mile in width from the river opposite the centre of the city, to the hill on which the col-

lege has been erected. Fredericton was incorporated in 1842, and is now lighted with gas; its population in 1840 numbered 4002, and in 1851, it contained 4,458, being an increase of only 456 souls in eleven years, while the population of Saint John has been augmented by 5,686 persons during the same space of time. It has, however, suffered very severely by fire at various times; in the year 1854 no less than £40,000 worth of buildings and other property were destroyed by the devouring element. The buildings have, however, been much improved in consequence, many of them being now constructed of brick.

Although this city is the centre of a large agricultural county, the Provincial Seat of Government, and the entrepot of the principal part of the productions of the Upper St John, besides having enjoyed the advantages of being a military station, still it has not kept pace with many other parts of the Colony. Looking at all these circumstances, and in addition considering the mail, steamboat, and telegraphic communications, of which it may be said to form the centre for this section of the Province, and that the surrounding country possesses every requisite for supporting a large population, and abounds with the finest timber, close to extensive water communication, it seems surprising that it should not have made more rapid progress. All that is required, is more energy, enterprize, and capital, to develop the latent resources by which it is surrounded, to render it a place of importance, and to enable it to rank among the more populous cities of British North America.

On a rising ground near the town stands Kings College, which was established by Royal Charter in 1828. This institution possesses a tract of 6000 acres of land, and receives an annual endowment of £2000 stg, half of which is paid by the Home Government, and the remainder from the Provincial revenue. It is a general opinion among the public that this College was erected before it was required by the Province, and that it has not done an amount of good proportioned to its annual expenditure. The Government has instituted some investigations and appointed a special commissioner with a view to rendering it more practically useful to the public. Near this institution, and immediately connected with it, is the Collegiate School, which has proved much more comparatively useful. The Baptists also possess a Seminary in this city. Both these institutions, although the college was at first established in strict connection with the Episcopal Church, are not now Denominational, so that students not adhering to the creeds of either of these bodies of Christians, may receive an education at either establishment.

The Province Building contains the Legislative Halls, Crown Land, Secretary, Auditors, and other offices; but the whole of these buildings would not far exceed, if indeed they could equal the King's College, either in cost of construction, or in architectural appearance.

The city is divided, for municipal purposes, into five wards, namely, King's, Queen's, St. Ann's, Carleton, and Wellington; each of which annually elect two councillors, a Mayor, and all other necessary officers are elected for the city at large. Its streets are systematically laid out, and of good width; and the town contains the Court House, Jail, Post Office, telegraph station, probate and other county offices, also an Episcopal Cathedral and Bishop's residence, two Episcopal and Presbyterian, Methodist, Baptist, and Roman Catholic Churches. There are also a Town Hall, Market House, Bank, Gasworks, Foundry, and three steam saw-mills. The

inhabitants have formed various useful societies and institutions, including Agricultural, Horticultural, and Flouricultural societies, also Bible, Church Missionary, Temperance, St. George's, St. Andrew's, and St. Patrick's Societies, a Fire Insurance Company, and a branch society for the propagation of the Gospel. The County has the usual Bench of Magistrates, Sheriffs' Court, &c.

Fredericton has hitherto been the head quarters of the British troops stationed in this Province, and contains, near the margin of the river, barracks for both officers and privates with spacious squares in their front—the latter are capable of accommodating about one thousand men, though there have lately been only one hundred and fifty stationed there, and these are now nearly all withdrawn. The artillery barracks, also spacious and convenient, are in the rear of the city.

The situation of Fredericton, on the western bank of the river Saint John, which winds its way past its streets and numerous handsome edifices, and ornamented towards the west by the residence of the Lieutenant Governor, is one of the most beautiful in the Province; nor is the surrounding scenery less worthy of notice; the whole must, exclusive of its being the nominal capital, and the seat of government, be looked on with deep interest both by the settler and occasional tourist.

Description of Townships.—The townships lying on the north-east side of the St. John river, Douglas, Queensbury, St. Mary's, Southampton, and Stanley, are nearly all granted. The New Brunswick and Nova Scotia Land Company, which was incorporated by Royal Charter in 1834, hold a large extent of land in this section of the county, which was granted to them by the Imperial Government, before the wild lands were given up to the management of the Provincial Legislature; its capital is £100,000, with power to increase it to £400,000. This tract extends from the river Saint John to the southwest branch of the Miramichi, and embraces the principal settlements along the Nashwaak, with the exception of the Cardigan settlement, running through the centre of the county, and leaving a strip of land bordering on Sunbury, and another indirect tract bordering on the southeast line of Carleton and Victoria. The town of Stanley, the head quarters of this Company's operations, lies on the post road from Fredericton to Miramichi, by way of Boistown, which is settled for the greater part of the distance. Stanley contains a place of worship, school-house, and saw and grist mills, and both professional men and mechanics are among its residents, good roads extend from it to all the surrounding settlements. There are large tracts of excellent soil along the valley of the Nashwaak and its affluents, on which an extensive and flourishing line of settlements has been formed by the efforts of the land company; notwithstanding this, however, and the numerous settlements on the eastern side of the St. John, there is ample room, between the Company's lands and Carleton, for the introduction of a colony of emigrants on lands of good quality. If roads were opened, at proper distances, through this section of the county, from the Nashwaak and south-west branch of the Miramichi, till they intersected the river St. John, between Woodstock and the Grand Falls, not only would a vast region of good land be opened for settlement, but a proper system might easily be observed in its location.

The Company possess large tracts of good land still unoccupied, and new roads are projected through it which will afford excellent facilities for further settlement. If this fact alone were known and properly appreciated by the thousands who annually leave their father land to seek a home on

the American continent, they would surely avail themselves of the opportunities here afforded to them, instead of flooding the cities, many of which are already over populated, of the American Union.

The following communication from *Lieutenant-Colonel RICHARD HAYNE*, the Company's Commissioner at Stanley, which we give in full, will shew, to some extent, the operations of the Company :

" The New Brunswick and Nova Scotia Land Company,
(Incorporated by Royal Charter.)

The tract of land purchased from the Crown, by the New Brunswick and Nova Scotia Land Company, consists of 550,000 acres situated in the county of York in the centre of the Province, and lying between the Saint John and Miramichi rivers. The tract consists generally of land of a superior description, a great portion of it being of the finest land in the Province, and it is also well watered by the rivers Nashwaak, Taxis or Tauk, Keswick, Mactaquash and Nuakawicæ, in addition to the Southwest Miramichi river; all of which flow through the greatest part of the territory, affording numerous advantageous sites for mills and pasture, as well as being of essential service to both the lumberer and agriculturist.

The New Brunswick and Nova Scotia Land Company's lands are disposed of at the rate of four shillings and six-pence per acre, in lots of one hundred acres, or more, as may be agreed on; and either sold for cash when a liberal discount is made, or on credit, a number of years, eleven being allowed to pay up the purchase money by annual instalments.

The first settlement formed by the Company was the village of Stanley, twenty-five miles from Fredericton, situate on the Nashwaak river; and many of the settlers there are now in a prosperous condition.

There is a good road to Stanley, to keep up which, and the other roads intersecting the Company's lands, annual grants have been made by the Government and the Company.

A new settlement, formed in 1852, on the Naukawicæ river, has progressed very rapidly; there being an excellent tract of land in that neighborhood which is rapidly locating; and as a new road, running north-westerly, has recently been laid out, which will intersect the Company's north-western boundary, and connect there with a new road and settlement, also recently laid out by the Government, the road through which extends to Woodstock; and which will make the whole distance from Fredericton to Woodstock, about fifteen miles shorter than the present post road, a new and great inducement is thus offered to intending settlers, who would have the advantage of locating themselves upon a thorough road, upon which there would be a through traffic betwixt the capital and Woodstock, and the upper St. John.

As the best proof of the fertility of the soil in this tract of country, the following extract from the York county agricultural report is offered:—

Weight of grain in the following parishes :

	Wheat.	Oats.	Buckwheat.	Peas.	Beans.
Stanley	66 (bush)	50	53	66	
Southampton	65	51	52½	66	65
Douglas	72½	59½	66	75½	81½
St. Mary's	53	43	53	63	
Queensbury	69	42½	52	67	70

And the general average, for the county of York, of weights are :

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Wheat 63 Oats 38 Buckwheat 51 and for the whole Province
 " 60 " 38 " 48

(Extracted from Professor Johnston's Report.)

And the general average produced per acre for New Brunswick :

Wheat.	Barley.	Oats.	Buckwheat.	Potatoes.
17 $\frac{3}{4}$	27	33	28	204

The following table exhibits the quantity of land cleared and in cultivation in the different settlements on the tract of the New Brunswick and Nova Scotia Land Company :

Stanley, including the Cross Creek and Red Rock,	3,600 acres.
Tay and Cardigan	250 "
Nashwaus	120 "
Royal Road	400 "
Bird Settlement	200 "
Lower Keswick	250 "
Upper do. or New Zealand	250 "
Magneville	400 "
Springfield	550 "
South-west Miramichi	530 "
Detached Settlements	100 "

Coal is found on the Taxis and Keswick.

(Signed)

R. HAYNE, Commissioner
 N. B. & N. S. Land Company.

On the south-west side of the river, a large proportion of the parish of New Maryland is granted, though not much improved; still there are some tracts of ordinary quality yet ungranted lying between the settlements already formed and Charlotte county.

The parishes of Kingsclear and Prince William are watered by both branches of the Oromocto, and the lakes at the head of the north-west branch; also by the Magaguadavic and its affluents, as well by the lake from which it takes its rise; there are numerous, and in some places continuous settlements along the borders of these rivers and lakes. Salmon and gaspereaux formerly ascended to the Oromocto Lakes, but their access is now prevented by mill dams.

The road from Fredericton to St. Andrew's passes through the Hanville, Cork, Harvey, and other settlements; thus forming an almost continuous line of improvements for the whole distance. The land at Harvey settlement is stony while that of Harvey is good arable land. There is also a tract of good quality extending along the west side of the Magaguadavic to the lake at its source, where some scattered improvements have been made. From this lake to the Chipitnecticook lakes, at the boundary of Maine, the land is poor, as is also the principal part of the tract lying between the settlements on the St. Andrew's road, and the boundaries of Charlotte and Sunbury. There are some settlements on the Pokeope stream, where there is also an establishment of mills, and other improvements. This river, on its way from Lake George to the St. John, runs through a rocky gorge, not more in some places than thirty feet in width, and about seventy feet deep.

The thriving character of the Harvey settlement, at the location of which the writer assisted in 1837, evidently shows that when perseverance, energy,

and well directed intelligence are brought to bear on the soils of this country not only may a competency be obtained, but the old adage will certainly be fulfilled, "the hand of the diligent maketh rich."

Dumfries is the only remaining parish to be noticed; the principal settlements are those of Magundy and Howard; the latter is situate in the centre of a large tract of excellent land which lies between Eel river and the Shogomoc, both affluents of the Saint John. This parish contains more good land, fit for settlement, and still ungranted, than either of the others on this side of the Saint John. The St. Andrew's Railway, in its course to Woodstock, will open a large portion, about thirty miles, for settlement in Prince William and Dumfries; and the land to the extent of five miles on each side belongs to the company thus including an area of 190,000 acres in this county. This extensive tract, together with that possessed by the New Brunswick and Nova Scotia Land Company, on the opposite side of the Saint John, leave only a few fragmentary blocks, exclusive of other grants, at the disposal of the Government; so that if the Company principal of settling the wild lands of the Province be superior to that adopted by the Government, this County will possess a decided advantage, or, at all events, present a fair field for its trial.

If Railways passing through good land, forests of valuable timber, and latent mineral resources, tend, by their cheap, safe, and speedy mode of transit, to develop these capabilities, a fact which we have no reason to doubt, but which the experience of every other country gives us every reason to believe, the county of York must indeed at no distant period, assume a new phase. And as the improvements in the channel of the St. John, from its mouth to Woodstock, now under the direction of the Government, are effected, their good effects are felt by all interested in the navigation of the river. These improvements, by removing the sunken rocks and sandbars, and thus allowing the admission and more frequent passage of stean boats and other vessels of a larger class, cannot fail to have a most beneficial effect on the trade of the surrounding country.

1851.—Population, and other Statistics of the County of York

	Parishes.										Totals.
	Douglas.	Dumfries	Frederic- ton.	Kings- clear.	New Maryland.	Prince William.	Queen's- bury.	Saint Mary's.	South- ampton.	Stanley.	
Inhabitants,	2,979	1,426	4,458	2,362	311	1,060	1,370	1,875	777	1,010	17,628
Children at school,	313	10	513	234	47	146	116	151	58	113	1,701
School houses,	14	4	16	8	1	6	8	7	2	1	67
Births,	137	37	128	78	10	30	56	75	28	33	612
Deaths,	39	10	94	26	3	7	13	10	8	5	215
Sick and infirm,	63	7	20	37	14	13	11	36	12	5	218
Agriculturists,	456	214	14	286	111	107	219	195	125	114	1,841
Places of worship,	13	2	6	5	2	2	4	8	1	2	45
Saw mills,	9	5	3	3	2	4	2	6	2	1	35
Crist mills,	12	4	4	4	2	3	2	2	1	1	31
Acres of land cleared,	18,429	5,517	2,637	12,157	1,305	3,500	7,500	6,885	8,900	2,127	69,017
Tons of hay,	7,295	2,709	388	4,377	361	2,035	2,909	2,838	2,300	1,218	26,430
Bushels of wheat,	2,596	3,976	118	1,698	274	1,101	1,986	995	1,150	2,337	10,142
“ barley,	202	1,643	75	720	13	498	492	200	570	126	4,539
“ oats,	47,793	17,359	4,810	35,809	3,093	20,102	20,910	23,478	23,000	8,989	205,343
“ buckwheat,	20,452	5,349	266	9,801	986	5,092	9,482	5,826	3,450	2,061	62,765
“ Indian corn,	4,774	2,423	50	3,154	1,023	1,023	2,520	1,934	2,300	1,878	18,178
“ potatoes,	69,749	17,657	9,885	38,698	5,619	13,019	21,299	34,300	12,500	10,969	233,695

Comparison.

Population,	{ 1851, 17,628 }	{ Increase in 11 years, 3,633. }
	{ 1840, 13,995 }	
Families,	{ 1851, 2,930 }	{ " " 636. }
	{ 1840, 2,294 }	
Inhabited houses,	{ 1851, 2,602 }	{ " " 597. }
	{ 1840, 2,005 }	
Places of worship,	{ 1851, 45 }	{ " " 15. }
	{ 1840, 30 }	
Saw mills,	{ 1851, 35 }	{ " " 4. }
	{ 1840, 31 }	
Grist mills,	{ 1851, 31 }	{ " " 9. }
	{ 1840, 22 }	
Cleared land,	{ 1851, 69,107 }	{ " " 24,199. }
	{ 1840, 44,818 }	
Horses,	{ 1851, 2,440 }	{ " " 403. }
	{ 1840, 2,037 }	
Neat cattle,	{ 1851, 11,594 }	{ " " 4,149. }
	{ 1840, 7,445 }	
Sheep,	{ 1851, 16,734 }	{ " " 1,657. }
	{ 1840, 15,077 }	
Swine,	{ 1851, 3,872 }	{ Decrease " 2,543. }
	{ 1840, 6,415 }	

COUNTY OF CARLETON.

Boundaries.—"Carleton, southerly and easterly by York; westerly by the State of Maine, and northerly by the river De Chutes, and a line running true east from the mouth thereof."

General Description.—This county, previous to the year 1844, included the whole tract northward to the Canadian boundary, which was then constituted a separate county, under the name of "Victoria." The above brief description comprises 700,000 acres, exclusive of water, 234,198 of which are vacant. Out of the 465,802 acres granted, there are, by the last census, 55,537 improved; leaving 644,463 acres in a wilderness state. It contained, in 1851, a population of 11,108, and was, at that time, divided into seven parishes, viz: Woodstock, the chief town, Northampton, Brighton, Kent, Wicklow, Simond's, and Wakefield. In 1853, the parish of Richmond was erected out of that of Woodstock. There is a bench of thirty-one magistrates.

The river Saint John, the navigation of which is being much improved, traverses this county diagonally, receiving, in its way, numerous smaller streams, commencing with Eel river, whose serpentine course forms the lower boundary of the county. This river is about thirty-five miles long, and takes its rise in a lake ten miles in length, which is said to be only about three miles distant from the most northerly lake on the Chepitnectcook chain, communicating with the St. Croix river. There are fine tracts of good land along the Eel river, and it is navigable for boats from its source downwards, except at its entrance into the Saint John, where, in consequence of rapids, it becomes necessary to resort to the upland.

The Meduxnakig river takes its rise in the State of Maine, and is navigable for boats and rafts of timber for upwards of eighteen miles. It forms a water communication from Houlton, a small town and military post, with-

in the American boundary, and about twelve miles from Woodstock. In its descent to the Saint John, it passes through a valuable tract of good land. At its mouth is situate the town of Woodstock, which contains an extensive milling establishment.

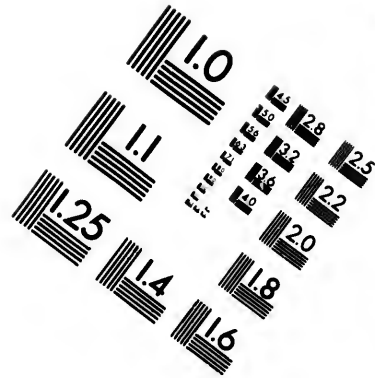
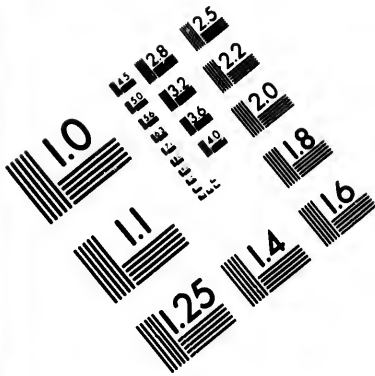
The only other streams worthy of notice within the limits of the county, on the west side of the Saint John, are Little Presq'isle, an inconsiderable rivulet, and Presq'isle river, which is a rapidly flowing stream, hardly navigable for boats; it rises in the State of Maine, to the westward of Mars' Hill. This Hill, which has attained some notoriety in the negotiations previous to the Ashburton Treaty, stands on the boundary line between New Brunswick and Maine, and about five miles to the westward of the Saint John, below the river Des Chutes. It is said to be 1688 feet high; and on its top, about six acres of land were cleared, and an observatory erected, by order of the commissioners, under the treaty of 1794. This building, having been allowed to become dilapidated, was re-built by the engineers employed to explore a line of railway from St. Andrew's to Quebec; but the new erection has since shared the fate of its predecessor.

The river Des Chutes, which takes its rise in Maine, is a small river, whose navigation is much impeded by rapids; these are, however, being gradually worn by the operation of the frost, and the action of the current; excellent facilities are here afforded for saw-mills. This river forms the upper boundary of the county on the west side of the Saint John. The five parishes on this bank of the river consist, as a whole, of good land, and the settlements, on the main river are almost continuous; they extend westerly along the minor streams and roads for some distance towards Maine; and in some places are connected with those of their American neighbors. The land in these parishes is almost all granted, and although they form the smallest portion of the county, yet they contain upwards of 40,000 acres of cleared land, while that on the opposite side does not much exceed 17,000. The proximity of this district to the settlements in the United States, together with the circumstance that since the settlement of the boundary question by the Ashburton Treaty, the inhabitants on both sides live in perfect amity, affords numerous facilities to the trade and industry, which will, no doubt, be greatly enhanced by the Reciprocity Treaty, now concluded between the two countries.

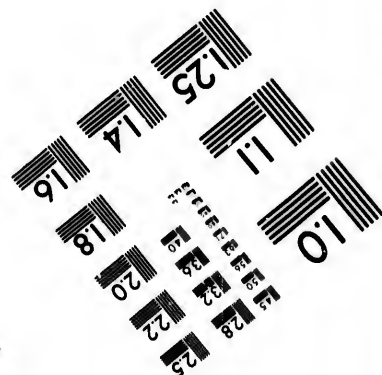
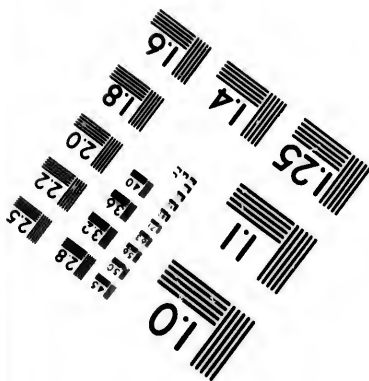
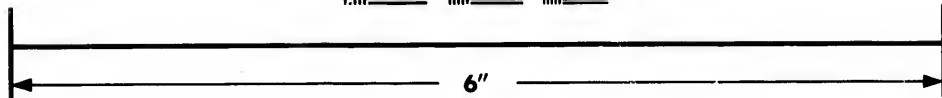
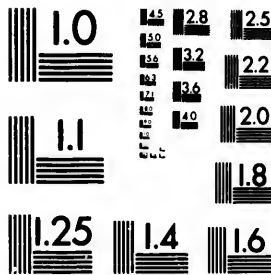
There is a range of high hills, extending from Mars Hill, in a north-easterly direction, towards the Bay of Chaleur, known by the name of the Tobique Mountains; and which is a branch of the Alleghany mountains running through the United States. There are several lofty eminences on this chain within the Province limits of considerable magnitude, the principal of which besides Mars Hill, are Moose Mountain, Bear Mountain, and Blue Mountain; although these from their appearance seem to deserve the name of mountains, yet they generally rise in gentle grade; and with gradual acclivities, and may for the most part be cultivated on their sides for pasturage, as well as for grain, and other agricultural productions.

The streams on the opposite side of the river are neither numerous nor extensive; nearly opposite the Little Presq'isle, is the village of Wakefield; and in the parish of Brighton there is a small river called the Pecaquimac, on which are both intervale and upland of good quality; at its mouth some mills are established. A little further up and on the same side of the river, two small streams enter it, known as the Shuhtakauk and Monquart; the mouth of the former being twenty miles above Woodstock,





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which take their rise at the foot of the mountains, before mentioned, and partly in the direction of the north branch of the south-west Miramichi. In this vicinity some extensive tracts of good land are to be found. The settlements on this side of the Saint John are principally confined to the river's bank, although in some places they are extending backwards. In consequence of the erection of mill-dams, and of other obstructions across these tributary streams, fish are not allowed to enter them; and the county is therefore, in a great measure, deprived of that valuable fishery, the salmon.

The town of Woodstock, the head quarters of the County, is beautifully situate on the west branch of the Saint John, and is divided by the Medunakik river, over the mouth of which a bridge is erected. It is sixty-two miles from Fredericton, and 127 from Saint John, by the post road, and is 71 miles below the Grand Falls. In 1840 the town and parish contained 3,186 inhabitants, and 4,272 in 1851; it has progressed much faster since the last census was taken; but less than 40 years ago this place, with its numerous surrounding settlements was a dense wilderness, where the only sounds that could be heard were the voices of wild beasts and the mumblings of the waterfalls. Now the wild animals are almost exterminated; the forest is giving place, before the exertions of industry and perseverance to cultivated fields; while the very beds of the rivers have not only been deepened, but in many places have changed their direction; thus indicating surely that while man has been moving onwards in the scale of improvement, nature has been improving a way for his transit and intercourse. From this cause along with the improvements by Government, small streams are now periodically enabled to follow the windings of this fine river, not only to this spot, nearly 150 miles from the sea, but even to ascend to the Grand Falls upwards of 70 miles further, and, at intervals, even above the latter point. This Town contains all the public buildings of the County, a Court House, Telegraph office, Gaol, Register office, Probate Court, Bank, Printing office, and Grammar School; together with places of worship belonging to the Episcopalians, Presbyterians, Methodists, and Roman Catholics; these, with some other public and many private edifices, present a very neat appearance. It is the centre of trade for a large extent of country; lumbering has been, and still is largely carried on in the surrounding country, both on the British and American sides of the line; and the whole of the timber has to pass this place on its way to market. The Iron Works, noticed in a previous chapter, and which are only a short distance above the town, have given employment to a large number of hands. These sources of trade added to the other improvements that have taken place within the American border, and in the County itself, have done much to the advancement of the town. Several villages are also springing up in many of the other parishes.

Agriculture.—This little county, though remote from the maritime frontier of the Province, is nevertheless not far behind the most favored or largest settled county in the scale of agriculture. It exceeds any county in the Province, except York, in the growth of Indian Corn; and nine, in that of wheat, it is superior to all in the production of oats, and to all except Kings in that of buckwheat, and its stands high in the scale as regards other agricultural productions and farming stock.

Ship-building, for the want of a sufficient depth of water, cannot be carried on here, though the forest abounds with timber of the best quality, of dimensions the most suitable for this purpose, and with every facility for its being easily procured. Indeed when the supply of this material fails on

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the lower part of the Saint John, a reserve will be found here to last the New Brunswick ship-builders for a long time.

Roads.—In addition to the Railroad, which will shorten the distance to the seaboard and which is now fast progressing to a conclusion between St. Andrew's and Woodstock, with a probability of its ultimate extension to Quebec, this county is intersected, particularly on the west side of the St. John, by numerous great and bye roads, the principal of which we will proceed to enumerate.

The road from the lower part of the County at Eel River to Oak Bay, near St. Andrew's, seventy-four miles, intersecting the counties of York and Charlotte, is now nearly passable for wheel carriages, this road will afford to the inhabitants of Woodstock and the Upper Saint John, a communication with the Bay of Fundy, shorter by forty miles than that by way of Fredericton; hence it will become a most important road to the localities at its extremities, as well as to the intermediate settlements.

The road from Fredericton to Woodstock, on which the mail passes three times a week, is a good road running through a settled country.

The road from Woodstock to Houlton, in the State of Maine, a distance of twelve miles, passes through a good agricultural district of an undulating character.

The road from Woodstock to the river Des Chutes, the upper boundary of the county, a distance of thirty-eight miles, passes along the right bank of the Saint John, on its way to the Grand Falls, and traverses one of the most productive and best agricultural districts in the Province.

A new line of road has been explored, intended to run nearly direct from Woodstock to an intersection of the last named road at its upper termination, passing through the back settlements, which, when completed, will shorten the mail route, and facilitate the improvement of the back land.

The whole extent of this county is very hilly and broken, and intersected by several heavy streams, thus presenting many engineering difficulties to the construction of roads; still the bye-roads are numerous, extending to every settlement on both sides of the Saint John.

If a road were made from Woodstock to Boiestown on the south-west branch of the Miramichi, a distance of about sixty miles, not only would trade be improved by it, but a tract of excellent land would be opened for settlement.

If individuals, or groups of settlers, should be desirous of locating themselves in this section of the Province, it will be only requisite for them to make their wishes known, in order to find good land to any required extent.

Minerals.—We are not aware of the discovery of any coal in this county, the town of Woodstock is about fifty miles to the west of the New Brunswick coal field, as geologically defined by Dr. Gesner and others. But the County is as celebrated for its inexhaustible stores of iron ore, which have been already noticed, as for the fertility of the soil, and its beautiful growth of timber. The vein of iron stone is said to be seventy feet in thickness, and in 1851, 770 tons were smelted at the Work.

Lime is found in great abundance at the mouth of Presq'isle, and Des Chutes rivers; in 1851, 840 casks were burnt. Recently a valuable seam of copper ore has been discovered about six miles above Woodstock, for the working of which a Company is now incorporated.

What additions may be made to our geological knowledge of New

Brunswick by further explorations, more especially, in its northern districts, is of course uncertain. Those counties have not as yet attracted the attention or been favored with the visits of scientific men, as have the sea girt and maritime portions of the Province.

1851.—Population and other Statistics of Carleton County.

	Parishes.							Totals.
	Brigh-ton.	Kent.	North-amp-ton.	Si-mond's	Wake-field.	Wick-ham.	Wood-stock.	
Inhabitants,	1,513	627	605	1,119	1,854	1,118	4,272	11,108
Families,	227	97	101	167	277	162	525	1,556
Children at school,	108	38	20	129	223	120	535	1,215
School houses,	5	3	1	6	9	8	24	56
Places of worship,	5	2		2	4	3	9	25
Births,	78	23	15	47	67	36	96	367
Deaths,	13	4	3	10	17	8	27	82
Sick and infirm,	119	46	2	3	66	2	29	267
Agriculturists,	200	93	78	213	244	165	340	1,333
Saw mills,	2		2	1	1	2	4	12
Grist mills,	3	1	2	2	1	2	2	13
Acres of land cleared,	10,558	2,502	3,485	5,744	11,402	5,553	16,293	55,537
Tons of hay,	2,072	850	1,360	1,231	3,103	1,339	5,763	15,718
Bushels of wheat,	1,761	474	1,815	1,924	5,803	1,592	7,796	21,165
“ barley,	1,512	370	306	954	2,113	517	2,740	8,512
“ oats,	31,094	11,640	11,300	24,861	56,689	24,473	74,571	234,628
“ buckwheat,	28,695	10,191	4,151	11,606	28,407	19,000	29,432	131,482
“ Indian corn,	3,943	784	1,868	1,074	1,471	923	4,587	14,650
“ potatoes,	16,879	10,956	5,877	23,255	43,854	23,975	49,620	174,416
“ turnips,								73,506
Horses and cows,								13,910
Sheep and swine,								17,454

In consequence of the unsettled state of the boundary between New Brunswick and the United States, at the time when the census of 1840 was taken, and as a large tract of territory was included in those returns, which was excluded from those of 1851; and inasmuch, also, as this county then embraced within its limits a considerable part of the present county of Victoria, we cannot arrive at any correct view of the then statistics of these two counties, and shall therefore omit the usual table of comparison, with regard to population, &c., in both.

COUNTY OF VICTORIA.

Boundaries.—“Victoria, southerly and westerly by Carleton, and the State of Maine; northerly by the Province of Canada; and easterly by York, and the northerly prolongation of the line run north six degrees and forty minutes west, by Deputy Sculley, in the year 1832, from the southwest Miramichi river, near Boiestown, until it intersects the westerly prolongation of the south line of lot numbered one, in the grant to Simon Arsencau and associates, near the Little Nipisiquit; thence by a line running north forty-five degrees west, until it strikes the Province of Canada.”

General Description.—The county of Victoria now embraces an area of 2,872 000 acres of land, of which 345,600 acres are granted; and by the census of 1851, 26,824 only of this quantity were improved, leaving, in the whole, 2,845,166 acres in a state of nature; an area large enough for three counties, in place of the one of which we are now treating.

In 1851, it contained a population of 5,408 persons, and a bench of twenty-one magistrates. At this time, being the date of the census, the county comprised *six* parishes, viz: Andover, including all the tract on the west side of the Saint John, and which then embraced a large extent on the east side of the river, subsequently, by Act 15 Vic., c. 35, erected into a new parish, called Grand Falls, now made the county town; Perth, St. Leonard's, St. Basil, Madawaska, and St. Francis; making, at the present time, seven in the whole. At the Grand Falls, where the town has been named Colebrooke, the public buildings are located, and this place is likely to rise to some importance as the head quarters of the county, but more especially as the trade of the upper Saint John, both American and English, must pass this way; and to this will be added the attraction of "the falls," a spectacle which cannot fail to draw the attention of all the admirers of the grand operations of nature.

Rivers and Streams.—In ascending the Saint John, from the river Des Chutes, the first stream of any note, after passing an inconsiderable rivulet called the Muniae, is the Tobique, which is the largest tributary to the St. John, except the Aroostook. This river, the navigation of which, at the Red Rapids, is being improved, and at the mouth of which is an Indian village, has its embouchure about twenty miles below the Grand Falls, and two miles below that of the Aroostook. It flows from the northeast in the direction of the Bay of Chaleur, and has a course of about 100 miles, mingle its sources with those of the Upsalquitite river, falling into the Restigouche, and with these of the Nepissiquit, which enters the Bay of Chaleur, through the harbor of Bathurst. About seventy miles from its discharge, its course is divided into two branches—the Little Tobique and Campbell's River. In its passage, it receives a great number of tributary streams, the principal of which are Wapshagan and Gulgerae rivers. The branch called Campbell's river take its rise to the eastward, in four lakes, the largest of which is about ten miles in length, the feeders to which are said to have their sources only about one mile from those of the little southwest branch of the Miramichi. The tract of land between the Tobique and Grand River is considered one of the best in the Province, offering greater facilities for emigration and settlement, on an extensive scale, than any other. Besides this, and taking the head of the Tobique as a centre, New Brunswick owns a tract of almost unbroken wilderness, extending westerly towards Canada for seventy miles, and easterly towards Miramichi for fifty miles, with an average breadth of seventy miles, embracing an area of over five millions of acres. If we allow that three millions are fit for cultivation, there will be room for 30,000 farms, of 100 acres each. So far as explorations have hitherto been made, as to the agricultural capabilities of this extensive region, which have been merely casual and desultory, it has been found, we must admit, that there is a vast extent of poor, barren and swampy land; yet it is equally well known that those parts most advantageously situate for settlement, namely, the chief part of the lands bordering on the Saint John, the upper Miramichi, and their numerous tributories, as well as on the Restigouche, and the vast net-work of streams

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ad- k.	Totals.
272	11,108
25	1,556
35	1,215
24	56
9	25
96	367
27	82
29	267
340	1,333
4	12
2	13
293	55,537
763	15,718
796	21,165
740	8,512
571	234,628
432	131,482
587	14,650
320	174,416
	73,506
	13,910
	17,454

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discharging into the Bay of Chaleur, is highly calculated for farming pursuits, and will, at no distant day, be converted from a mere wilderness to the garden of the Province.

The *Aroostook* takes its rise among a number of lakes near the head of the Penobscot, in the State of Maine. It is said to be navigable for canoes and rafts, for one hundred miles. This extensive stream, excepting only for five miles above its confluence with the Saint John, with its numerous tributories and deposits of iron ore, together with a large region of valuable country, was taken from New Brunswick, its rightful and equitable owner, and transferred to the United States, by the memorable Ashburton Treaty. On the American side of the boundary line, near its intersection of the Aroostook, is a small town, called Fort Fairfield; between which and the Saint John, the river runs through a narrow rocky gorge, full of dangerous rapids and lofty falls, not only rendering the navigation very precarious, but even obstructing the passage of fish, which seldom ascend the Saint John beyond the mouth of this river. It enters the Saint John about two miles above the Tobique. The valley watered by it, although once represented, by interested negotiators, as barren and worthless, is now justly celebrated in the State of Maine for its timber and the excellent quality of its soil.

Between the Aroostook and the Grand Falls, and fifteen miles above the former, two small rivers flow from the northward, Little and Salmon rivers; the latter is the largest, and has its confluence with the Saint John about eight miles below the Falls; there are some fine tracts of good land on its banks, but little of which is yet granted.

The most notable spot on the whole course of the Saint John is the *Grand Falls*, which are situate on a bend in the river similar to the Bend of the Petitecouadiac in Westmoreland. This point is 198 miles, by the mail route, from the city of Saint John; for this distance the river flows at the rate of from six to eight miles an hour and is navigable for light steamers. Above the Falls vessels of the same description can penetrate about forty miles.

The river after receiving in its upper course the waters of many spacious lakes and tributory streams extending almost to the St. Lawrence, and the heads of the Connecticut, discharges its accumulated flood, over a precipice of rock with a perpendicular fall of nearly sixty feet, into a rocky gorge not more than 250 feet in width, with overhanging mural sides, in some places of the height of 240 feet and above three quarters of a mile in length. In passing through this rocky vault the water has a further descent of nearly sixty feet, making the whole fall from the basin above, to that below, about one hundred and twenty feet.

The gorge below the Falls extending for a distance of half a mile into the lower basin, is truly magnificent. This was formerly a favorite camping ground for the red men of the forest, numbers of arrows and stone hatchets having been found in the vicinity; and a fit abode it seems for the Great Spirit, which they worshipped, ere the light of civilization dawned upon them.

Above this point steamers have navigated as far as the river St. Francis about 65 miles, making a distance of waters navigable for steam boats of 280 miles; add the distance to which scows are taken for lumber purposes, 75 miles, and 90 miles further that canoes and fairogues can navigate; and we have the extent of the navigable waters of this magnificent river—say 445 miles.

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To return to the falls—between the upper and lower basin there is a portage along which the trade of the upper St. John must pass, as nothing, even logs of timber, can pass the Falls, without being much injured.

A railway is now in course of construction for this short space, a little over half a mile, which, when completed, will prove a great boon to this section of the Province, and greatly facilitate the intercourse with the upper St. John. In fact, the whole commerce of the county, whether British, Canadian or American, will pass this way.

Near the mouth of the Madawaska river are the little falls, which again interrupt the navigation.

Along the banks of this river for the whole distance the land is excellent and forms a continuous settlement, composed principally of the descendants of the Acadian French, and is one of the finest settlements in the Province.

On the whole it will be seen that though this extensive county is still a comparative wilderness, yet it is so intersected by valuable streams, (a more full description of which will be found under the head of—summary description of the St. John River, &c,) which invariably in America form the foundation for settlement, that there can be little doubt but ere long, as the present roads are extended and new ones constructed, a fine and almost boundless field will be opened for agricultural operations, as well as from its abundant water power, the erection of machinery for manufacturing and mechanical purposes.

Roads—The principal road in this county is that from Woodstock, passing along the right bank of the Saint John to the Great Falls, where it crosses the river, and thence up its left bank, traversing many heavy streams where bridges are required, to the Madawaska Settlement, forty miles from the Falls, and from thence to Quebec, 217 miles. This road runs through a good agricultural district, which, with few exceptions, is thickly settled. At the confluence of the Madawaska with the Saint John, a road diverges up the left bank of the latter, along the front of the Parish of St. Francis. Other roads extend from the lower line of the County, up the left bank of the Saint John to the Grand Falls—up the Tobique river—from the Aroostook Falls, to the American boundary—as also on Green River, and on the east side of the Madawaska; and there are various other roads running from the Saint John to new Settlements, the principal of which, besides those on the river, are the Tobique, Little Aroostook, and Green river settlements; all these as well as many others, already formed, or in course of formation, are rapidly improving; the granted lands being as yet principally confined to strips bordering on the streams. The quality of the soil along the whole extent of the post road, is only second to that of the marshes at the head of the Bay of Fundy, or the intervalles of King's County. This valuable tract of land extends in some places to a distance of twenty, and in others of thirty miles, from the boundary of Maine.

A very extensive field will soon be thrown open for settlement by the construction of a new road from the Tobique, to the settlements on the Restigouche river, for the exploration and formation of which the Legislature appropriated one thousand pounds during the Session of 1854. This road will traverse a very valuable district from the Saint John to the head waters of the Restigouche, and thence down the eastern side of that beautiful river.

The inhabitants of the upper part of the Saint John, are composed partly of Europeans, and partly of natives of the Province, and of Canada and

the United States, together, with a large portion of the descendants of the Acadian French.

The same reason which prevented us from giving the comparative statistical table of the county of Victoria, viz: the unsettled state of the American boundary in 1840, applies also to this County.

1851.—*Population, and other Statistics of Victoria County.*

	Parishes.						Totals.
	Andover.	Madawaska.	Perth.	Saint Basil.	Saint Francis.	St. Leonard.	
Inhabitants,	1,317	858	627	1,037	732	837	5,408
Families,	231	140	90	151	113	146	871
Children at school,	95	50	32	58		60	295
School houses,	4	3	2	3		4	16
Places of worship,	6			1	1		8
Births,	57	22	23	45	52	52	251
Deaths,	11	8	4	18	14	11	66
Sick and infirm,	9	11	25	33	7	6	91
Agriculturists,	151	103	80	102	85	131	652
Saw mills,	2		1	2	3	1	9
Grist mills,	3			2	2	1	8
Acres of land cleared,	4,496	5,820	2,478	6,631	2,971	4,438	26,834
Tons of hay,	1,244	967	822	2,250	728	950	6,961
Bushels of wheat,	1,471	429	1,831	520	355	656	5,262
“ barlev,	1,146	2,261	128	1,283	886	2,275	7,979
“ oats,	18,049	7,359	7,822	11,863	5,012	1,152	59,163
“ buckwheat,	9,894	6,470	2,539	13,175	3,330	1,122	44,730
“ Indian corn,	594			83	106	41	824
“ potatoes,	24,822	12,660	1,536	20,011	8,981	16,567	84,527
Horses and cattle,							6,308
Sheep and swine,							10,374

Summary description of the Saint John River with notices of its upper course.

Having in the preceding sections given a detailed description of the seven counties which are intersected by this magnificent river, and so abundantly watered by its tributories, we propose now, at the risk of some repetition to again turn the readers attention to this section of the Province.

We will begin with the fine and spacious harbor formed by its mouth, open at all seasons of the year, easily accessible, and safe in all winds, frequently studded with from 3 to 400 sail of vessels; the increasing and thriving city, and the no less thriving county, with their 40,000 inhabitants, 100 schools and 40 places of worship; nor must we forget the extent of cleared land, the progress of agriculture, and the varied mineral and almost unlimited piscatory facilities.

The river after passing the falls, presents indications of having formerly been a chain of lakes, and flows through an irregular broken country, interspersed with lofty hills, some of them rising to the height of 500 feet, and the whole presenting the appearance of a volcanic origin. This district affords the most beautiful views varying with every turn of the river, and

embracing wide and spacious lakes connected by winding streams which water the most fertile vallies, thickly covered with fine settlements. It is almost impossible to over value the agricultural county of Kings with its 20,000 inhabitants, and 2000 buildings, including upwards of sixty places of worship and 100 schools. Here again is an extent of cultivated land amounting to 100,000 acres, and here too, are those mineral deposits which, hold out the promise of future wealth. Nor are we without sanguine expectations that those promises will be realized when that great undertaking which is to form a speedy channel of communication between two distant seas—to improve and expediate the intercourse between two mighty empires—and in its ultimate results to cement together far distant Provinces, shall be completed.

Proceeding up the river we come to a more level, but still slightly undulating country, with a few hills occasionally rising in the distance. The three counties of Queen's, Sunbury and York, all similar in character, have been already described, and we have endeavored to do justice to their rich and alluvial lands and river islands, teeming with every description of agricultural produce. The banks of the river are lined with oak, ash, elm, and maple, the latter not only affording a valuable timber, but supplying the inhabitants with upwards of 170,000 pounds of excellent sugar. We are unwilling to omit the varied tints which autumn spreads over this beautiful region, so rich and so splendid, as to compete with the fresh and green foliage of the spring; nor ought we to leave out the numerous steam boats, the small craft which are continually passing, the ponderous raft, and the innumerable logs, slowly floating to Saint John, and affording indisputable evidence of the rich commercial character of the upper country. Not less than 50,000 persons are computed to have passed up and down this fine stream during the year 1853, and to have witnessed at the various seasons, the beauties to which we have endeavored to call the attention of the reader. May we hope that this scenery will, when the projected facilities of intercourse with Europe shall have been completed, attract the notice of some of those travellers who at present confine their tours to the Continent of Europe, or if they reach another hemisphere, deem the United States alone, worthy the expenditure of their time or their money.

To return, however, to our recapitulation of the advantages possessed by these river counties: Queen's contains a population of 11,000 with 66,000 acres of cleared land. Sunbury, a small county, has 5,500 inhabitants; the two have 6,560 buildings which include 56 places of worship and 89 school houses. We now reach Fredericton, a fine, though as yet a small city. York is a large county, containing many villages and scattered settlements; its population numbers 20,000, with 75,000 acres of cultivated land. Its edifices are 6,400, many of them of a superior character, among which are 50 places of worship and 60 educational establishments.

The traveller who may be induced to inquire into the territorial divisions of the country, through which we have been passing, will be forcibly struck with the great inconvenience before alluded to, attending the mode in which not only the counties, but in some instances, the parishes, have been laid out on both sides, many of the large rivers, thereby, separating one portion of a municipality from the other; as well as with the irregularity and inequality of many of the divisions, inexcusable in a new country, where the boundaries of each county and parish ought, on or soon after its first set-

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unity.

Leo- ard.	Totals.
837	5,408
146	871
60	295
4	16
	8
52	251
11	66
6	91
131	652
1	9
1	8
438	26,834
950	6,961
656	5,262
275	7,979
132	59,163
222	44,730
41	824
567	84,527
	6,308
	13,374

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tlement, to be so laid out as to facilitate the civil management, with the least possible loss of time to the settler.

We have now ascended the river to the county of Carleton, and to Woodstock, its capital, anticipating of course, those improvements in the navigation which will render this place at all times, accessible to river steam boats. Woodstock, though now a scattered village, is fast rising into importance; and when to its improved navigation, the full and ample working of the rich deposit of iron ore, and the completion of the railway to this point are added, it will be almost impossible to estimate the size and prosperity to which it may attain. Those who are acquainted with the progress of the iron districts of England and Wales, or with the rapid progress of Pittsburg in the United States, can form the best estimate of its future. The population of the town and county is now 12,000; the buildings number 1,600 including 25 places of worship and 57 school houses; the cleared land consists of 60,000 acres.

If the trip to this point has been interesting, the further ascent of the river, to the Grand Falls, can hardly be less so, especially as that object alone, of which we have already attempted a partial and very imperfect description, would amply repay the traveller. The whole county of Victoria presents much to interest and amuse, but it is, as yet, almost an unknown land. The soil above Woodstock is superior to most of the upland districts lower down the river; cultivation alone is wanting to render this county, or at least so much of it as is known, the very garden of the Province. Its vast area is ample for the formation of two other good sized counties, as soon as it shall contain an adequate population; and the rivers, already navigable, with which it abounds, the numerous small streams which might easily be made so, and the levels which may be found extending in every direction, notwithstanding its general mountainous character, peculiarly fit it for being the centre of extensive communications to the St. Lawrence and Canada, to the Restigouche, the Miramichi, and the sea ports of the eastern coast, as well as to a large and improving section of the United States. While its capabilities are unknown, they cannot be appreciated, and the enterprising settlers and adventurous travellers who explore these regions are so few, that we are persuaded that every particular respecting them cannot fail to excite an interest. We have received much information, on this subject, from a gentleman on whom the utmost reliance can be placed, and whose opportunities for observation were ample; this we will endeavor to lay before our readers.

On reference to the map, it will be seen that the due northern line, from the monument near the source of the Saint Croix, intersects the Saint John two miles above the Grand Falls; consequently, the right bank of the river, from that point upwards, is in the State of Maine. The left bank, however, presents much greater facilities for settlement, being intersected with a number of beautiful wild rivers passing through fertile lands possessing unbounded fields of timber, suitable for ship building and making deals.

These rivers are unsettled, except for a short distance from their mouths. Little River mingles its waters with the Saint John, at the very pitch of the Grand Falls, and extends twenty-five miles into the interior, through a valuable tract of country.

Next comes the Grand River about forty miles in extent; this forms the principal route to the Restigouche, by means of the Wagan, a tributary of the latter; the source of the two rivers, being about three miles apart.

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There are also two small tributories of the Saint John between the Grand river and the Green river, called the Sheigash and the Quissibis.

The Green river (so called from the color of its waters, which can be distinguished for some distance after their junction with the main stream) takes its rise in the height of land within fifty miles of the St. Lawrence, and a few miles of the sources of the Undarkyoke and the Belle Kedgweek; and after meandering for sixty miles through a succession of beautiful lakes, and a well wooded tract of country, of excellent soil, enters the Saint John thirty miles from the Grand Falls.

Next to the Green river is the Iroquois, which rises in the Madawaska Seignory.

The Madawaska is the next tributory, and the most remarkable of them all. There is a Fall at its entrance into the Saint John, which, with the rapids for half a mile above, constitute a height of thirty-five feet; after which, until the point where it leaves Lake Temiscouta, there are no obstructions, and there is sufficient water, on ordinary occasions, for small steamers. The river is twenty-one miles in length to the Degele, where it emerges from Lake Temiscouta. This is a beautiful lake, twenty miles long, and from two to four miles wide. On the west side, near the head, the Cabana river, twenty-five miles long, runs into it, and connects it with another lake, fifteen miles long and from one to two miles wide, tending towards the river Saint John. The surrounding lands are all well wooded; and the scenery is very fine. Temiscouta Lake is supplied on the East by the Tulidi, with a large branch called the Squattock, taking its rise in a number of lakes. The Tulidi has its origin in the highlands of the Rimouski, which falls into the St. Lawrence. Another source of the Temiscouta and Madawaska river is the Asheberies, flowing into the northern part of the lake. These various lakes and streams drain a valley 150 miles in circumference, and discharge their waters into the Saint John at the Little Falls. This district of country, as has been shewn, is remarkably well watered; every portion of it is capable of being cultivated, and possesses inexhaustible supplies of timber of all kinds. The largest of the pine tribe, however, have been culled by the lumbermen.

Proceeding up the Saint John, the next tributory is called Baker river, taking its origin near the source of Long Lake, which runs into the Cabana river, before described. One of its branches is supplied by Baker lake, some four miles long by three miles wide. This portion of the county of Victoria is wholly unsettled, save on the banks of the river Saint John; but, from the goodness of the land, it offers great facilities for settlements.

A few miles above Baker river, Fish river enters the Saint John, having its source in the State of Maine, and being supplied from a succession of lakes, called the Fagle lakes.

The next is the beautiful river St. Francis, which is the boundary between Maine, New Brunswick, and Canada, as far as the foot of Lake Poheugawook. This lake is six miles long and two wide. Twelve miles up the St. Francis, it enters another lake, called the Pohenagamook, the outlet of which is the boundary between Canada and New Brunswick. This is a most lovely lake, six miles long and two miles wide; the land descends gradually to the waters edge, and gives one the impression of an Amphitheatre on a grand scale, the soil is excellent, and it is beautifully wooded.

These waters, as also those of the Temiscouta and Madawaska, are well supplied with Tulidi, a fresh water fish, weighing from seven to ten lb., of delicious flavor—with white fish, and large trout.

On the right bank of the Saint John, about six miles from the mouth of the St. Francis, the Allegash river joins it; it takes its rise near the sources of the Penobscot, and, in its course of about 39 miles, passes through several large lakes.

From this point to the sources of the river Saint John, a distance of seventy-five miles, the following tributories finish the catalogue of the various affluents of the upper Saint John, viz: Little Black river, Ktjewguospew, Great Black river, north-west Branch, south-west Branch, and South Branch, all of them rivers of considerable size.

The geological formation of the county of Victoria, is principally composed of slate; even in the highlands no granite is to be seen. Limestone is not so abundant as in the adjoining county of Carleton; neither is it so prolific in minerals. This may very possibly arise from their not having been discovered, as the greater portion of the county is yet in a wilderness state.

The number, beauty and extent of the rivers and lakes of the upper St. John, are astonishing. With a soil unsurpassed—well wooded with every description of valuable timber, this fine county is wholly uninhabited, save a solitary lodgement here and there for lumberers. It will at some future time teem with inhabitants, and with all the luxuries of civilization, and the traveller will enjoy the magnificent views, little suspecting the scene it once presented.

Such is the magnificent county of Victoria, well worthy of the name it bears. Every step towards the opening this vast region to enterprize should be hailed and encouraged, and the removal of the obstructions in the St. John, and the construction of a railroad round the Grand Falls are links in the chain. We may look forward, too, to a connection between the northern extremity of Lake Temiscouta and the Grand Trunk Railway of Canada, which is to be brought down the south bank of the St. Lawrence as far as Trois Pistoles.

What a field is here open for the reception of large bodies of settlers from Europe,—let us contrast its present population of 5,500 with about 2,200 buildings, 16 school houses, and 9 places of worship, with what moderately sanguine imagination of our readers, may suppose it to be at the end of fifty years. The cleared land bears a good proportion to the population, being about 30,000 acres out of nearly 3,000,000, nearly all capable of cultivation.

To sum up in conclusion, the whole statistics of these seven river counties, we may safely estimate them now to contain a population of upwards of 115,000 souls. Judging indeed from the increase in the number of children attending school, which in 1851, was 8,559; while in 1853, it amounted to 12,346, the total inhabitants, at the same ratio of increase, would be more than 120,000; and if the improvements made, and in progress, are to be considered as any further proof, this estimate will not be immoderate. The total number of buildings, public and private, may in like manner be estimated, as a total, at 34,000, out of which there are 240 places of worship, and 250 school houses. The aggregate land in cultivation will not fall short of 400,000 acres.

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Historical Sketch of the River Saint John, and its early Settlements.

All the early settlers on this continent were the subjects of great vicissitudes; but none were more exposed to them than those who commenced their operations on the river Saint John. This river, as well as the Baie Francaise, now the Bay of Fundy, was discovered by De Monts, in the year 1604. It was called by the natives, Ougundy; but from being discovered "on the 24th of June, the day of the festival of Saint John the Baptist," it received the name it now bears.

The discoverer, "imagining that a shorter communication might be found by this river, than by the sea, to the Bay Chaleur and Tadousac," the latter being a French settlement on the river Saint Lawrence, below Quebec, and near the mouth of the Saguenay, "sailed up the stream as far as the depth of water would permit. The extent of this river, the fish with which it was filled, the grapes growing on its banks, and the beauty of the scenery, were all objects of wonder and admiration."—(Haliburton's History of Nova Scotia, vol. 1st, page 16.)

Acadia, which included this Province, was ceded by treaty to France in 1632; and in 1635, a grant of territory was made to Charles la Tour. Soon after, forts were built; one on the site of the present town of Carleton, called Fort Frederic, and another at the Gemseg, the outlet to Grand Lake, in Queen's county. Between this period and 1673, Acadia was retaken by the English, and again ceded to France by the treaty of Breda, when these forts fell into the hands of the French. During the temporary possession of Acadia by England, a report of the state of the forts on this river was made. We glean the following from Mr. Haliburton's work, in the volume already referred to, p. 66. The fort on the Gemseg consisted, principally, of a court of guard, fifteen paces long and ten broad; a house of like length and breadth, built of hewn stone; a chapel of six paces square, with a "bell, weighing about eighteen pounds;" also, "a magazine having two stories, built of stone, * * * being in length about thirty-six paces, and ten in breadth;" all these, and some other buildings of little note, were covered with shingles.

"Upon the ramparts of the said fort are twelve iron guns," weighing 21,122 pounds; also, "six murtherers, without chambers, weighing twelve hundred pounds." Besides several outhouses near the fort, there was a garden, consisting of "fifty or sixty trees, bearing fruit." The whole was in a dilapidated state, and out of repair; so much so, "that a single piratical vessel," said to be under Captain Kidd, "having only 110 men on board, was able to effect the reduction of Pentagoet," a place bordering on New England, "and the fort of Gemseg, on the river Saint John, and plunder the inhabitants of both places."

This fort, when in a more efficient state, and in the possession of the French and Indians, was attacked by Col. Church; but it was so ably defended, that he had to re-embark his men without effecting the object of his expedition.

In consequence of jealousy, or some other cause not properly known, Daclere de Chaunisse, who was subsequently appointed Governor, attacked La Tour forts, on the Saint John. Having been defeated the first time, he again laid siege to that on the Gemseg; but it was nobly defended by Madam La Tour, with a comparatively small force, for three days. She was afterwards betrayed, and, on being promised protection, capitulated, to save the

lives of herself and her force ; but she experienced faithlessness on the part of the besieger, who, when in possession, pardoned only two of the garrison, one of whom he compelled to be the executioner of the rest, and made the other, Madam La Tour, the heroine of the scene, to appear at the gallows with a rope round her neck. This noble woman, worn out with disappointment and hardship, did not long survive these troubles.

In the year 1755, forces were again fitted out by the English, under Col. Monkton, whose operations at the head of the Bay of Fundy have been elsewhere described. While he was thus engaged, Captain Rous, with his ships, consisting of three frigates and a sloop of war, "sailed to the mouth of the river Saint John, to attack the new fort the French had erected there ; but they saved him the trouble by abandoning it upon his appearance, after having burst their cannon, blown up their magazine, and destroyed, as far as they had time, all the work they had lately raised."—(Haliburton, page 168.)

During all this time, from the discovery of the river till 1763, when peace was restored, and France renounced all claims to the present British possessions in North America, these forts, and the few scattered settlers in the neighborhood, became, alternately, the subjects of the two hostile nations.

These harassing troubles had no sooner passed away, than new ones broke out ; the American Revolution once more disturbed the calm that had pervaded this continent. This war, as in the case of a house divided against itself, though of shorter duration, was productive of greater horrors. During the heat of the rebellion, 600 Indian warriors met at Gemseg for the purpose of aiding the rebels in destroying the settlers at Mougerville, in the county of Sunbury, who, in the year 1733, and including all on the river St. John, numbered only about 800 souls.

Though history only affords information of two forts on the river Saint John—that at its mouth, and the other at Gemseg—still the traces of others are to be found ; and one of these, at the Oromocto, afforded refuge to these settlers when thus attacked by the savage natives, who were only appeased by promises of large presents, which were afterwards sent them.

The present site of the city of St. John was occupied by James Simonds, James White, Captain Francis Peabody and others, as a fishing establishment, in 1764 ; the descendants of these persons are numerous in the Province.

Until 1784, New Brunswick, under the name of the county of Sunbury, formed a part of Nova Scotia. From this period she dates her political existence, and Thomas Carleton was appointed her first Governor, on the 16th of August, in that year.

Having thus briefly detailed the principal historical features of this section of the Province, we proceed to lay before our readers a summary of its present aspect, and leave them to institute a comparison between its present and former state.

We have thus endeavored impartially to describe the southern and western counties of the Province, both as far as our own observation has extended, and with the help of every available source of information, and the assistance of some kind friends. It will, we trust, be evident, that the physical, agricultural, mineral, and commercial character of these counties presents a wide field for their full developement in these, as well as in many other branches of industry. It will be evident, too, that all that is required

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to render them more *people-sustaining*, is the introduction of more capital, of more labour, and above all, of energy and enterprise.

One fact must present itself forcibly to the mind of the attentive reader, throughout the whole of the investigation we have attempted to pursue,—that notwithstanding all former geological explorations; notwithstanding the ample reports and assiduous labors of Dr. Gesner; notwithstanding the partially successful attempts made to establish this branch of industry in some districts, and the hitherto abortive efforts in others, we still know little of what lies in the bowels of the hills and vallies which everywhere diversify the country; and we have no doubt but that further and more minute geological research will unfold a vast additional amount of mineral riches, almost universally spread over these counties, which will afford ample employment for our manufacturing population, both present and future, when the forest ceases to supply their demands.

We must now turn, and invite the reader's attention to the northern and eastern counties of our Province, where we shall be able to display another extensive domain, rich in agricultural capabilities, abounding with various mineral deposits, clothed with an exhaustless forest of fine timber, and possessed of a coast affording good harbors, and abounding with almost every variety of the finest fish in the world. And in the sequel, we hope to shew the emigrant where, according to his inclination, his means, or his previous habits and pursuits, he may locate himself advantageously with ease, economy, and dispatch.

RESTIGOUCHE COUNTY.

Boundaries.—"The County of Restigouche bounded westerly by Victoria; northerly by the Province of Canada and the Bay of Chaleur; easterly by the line run true south, by Deputy Carruthers, in the year 1848, from the Bay Chaleur near the mouth of Belledune river, and its southerly prolongation; south, by the westerly prolongation of the south line of lot number one, in the grant to Simon Arseneau and associates, near the Little Nipisiquit, including all the islands adjacent thereto."

Area and Population.—This county contains an area, according to the calculations made at the Crown Land Department of the Province, of 1,426,560 acres; but from the course recently run by the Boundary Commissioners in their survey now in prosecution, between New Brunswick and Canada, it will probably contain not less than 1,500,000 acres,—of this quantity only 8,895 acres are improved, leaving a balance of 1,491,105 acres in a state of nature; but of the whole area of the county, there are 156,979 acres granted; so that there is not over one eighteenth part of the quantity granted, under any state of improvement. It is fully believed by those best acquainted with the character of the interior of this county, that not one in the Province, except Carleton, contains so large a per centage of good land; for while almost the whole of the latter county is well adapted for cultivation, Restigouche includes about one million of acres, being two thirds of its total contents, highly fit for agricultural purposes. It contained in 1851, a population of 4,161 souls, and has a bench of 22 magistrates.

Agriculture.—The character of the land for agricultural operations is, beyond all doubt, the best, for so large an extent, in the Province. From the reports of the Restigouche Agricultural Society, which has been established for 14 years, and is one of the best in the Province, we extract the following averages of the weight of farming produce:

Wheat, per bushel,	66 lbs.,	Indian Corn,	61 lbs.
Barley “	55	Field Peas,	68
Black Oats “	42	Clover Seed,	62
White “ “	46	Timothy Seed,	45

Greater weight than the above have been obtained, especially as regards wheat; but those are the averages for a number of years.

With regard to the growth of Indian corn, the tenth annual report of this Society says, page 10, “Your Committee have at length succeeded in procuring a variety of Indian corn, suitable to the climate, which produced 71 bushels to the acre, and may be relied on as a sure crop; it was planted on the 19th of May, and harvested on the 28th of September.”

There are some fields on the banks of the Restigouche as well cultivated as any to be found in much older districts; and the County could, if its latent resources were made available, sustain over one half of the present population of the whole Province. The land in many places is very dry, but the principal part of that along the foot of the mountain range, though somewhat gravelly, is mixt with a rich vegetable loam, well adapted for the growth of hay, and for pasturage; while the more elevated portions are noted for their grain-growing qualities.

Professor Johnston, in his “Notes on North America,” vol. 1, page 394, says, with respect to this region, “these first settlements we come to, are about eight miles north, in a straight line, from the banks of the Restigouche river, and 1250 feet above the level of the sea. That the crops and culture and farming I saw here, should be possible at so high a level, shews not only that the land is naturally good, but that this northern climate must be far more propitious to vegetation than is generally believed. One thing the traveller through a region like this is surprised at; when he stumbles on a settled and cultivated track of land, such as I was now passing through, he wonders how the people came to find it out. Who induced all these men and women to leave remote corners of Scotland, and settle in this remote corner of south eastern Canada. The whole line of country is a *terra incognita*, at Quebec and Fredericton. At the seat of government of both Provinces, where they complain of how little we know of their geography at home, the spot I speak of was absolutely unknown; and yet humble Scotchmen and their families had made choice of it, and already fixed upon it their future homes. There is an under current of knowledge flowing among the masses, chiefly through the literary communication of far distant blood relations, of which public literature knows nothing, and even Governments are unaware.” The Professor here is perfectly correct in what he says of the scanty knowledge of this region possessed by other sections of the Province; for it is not until recently that even a general knowledge of its existence was acquired, much less an acquaintance with its resources and peculiarities.

After noticing the large crops generally produced, and the fertility of the soil, with some other incidental matters connected with the district, he says, “I insist these and other particulars, because it struck me from its natural beauty and fertility, and from the peculiarly healthy character displayed by its rural population, to be more worthy of the attention of those desirous of changing their homes, than either we, or the New Brunswicker generally, are in the habit of supposing.”

The Commissioners who explored the country from Halifax to Quebec, 685 miles, in 1848 with a view to the construction of a railway, testify

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strongly in their report to the great worth of these northern sections as a field for colonization, nor indeed is evidence wanting from every one who has visited the scenery of Restigouche, and explored its rivers, its fertile lands, its sea and river fisheries, its vast and almost exhaustless forests of fine timber. Still few, very few, compared with the many who take up their residence on the more rocky and comparatively sterile shores of the Bay of Fundy, settle in this fine region which only requires population and enterprize to make it a great and valuable country.

A large district of this County is of limestone, and becomes ready to receive seed in a very short time after the spring thaws are over; consequently, seed time arriving earlier than many farmers are in the habit of sowing, a larger season for vegetation.

On the Canadian side of the boundary, there are large tracts of good land, especially between the Metapedia river and its tributories, and the Restigouche river. These are both extensive and rich, and would afford scope for the location of some hundreds of families. It is timbered with spruce, beech, birch, and maple, especially the latter, affording great facilities for sugar making. On the Canadian coast of the Bay Chaleur also there are fine vallies of fertile land intervening between the hills, so that the whole of this vast region possesses all the elements of future greatness within itself.

The climate, though rigorous in winter, is very healthy, so much so, that it is generally believed that these epidemical diseases which are not yet known there, though so destructive in other places, may not make their appearance. It is true that the snow falls to a great depth, sometimes as much as five feet, which is one cause of the superior fertility of the soil; but it has been found by experience, that, as the country becomes cleared of its dense forests, the winters become more mild and as the snow does not accumulate to such an extent. This has been proved true in other parts of the Province; and even within the distance of thirty or forty miles, the effects of the removal of the forests on the temperature of the surrounding atmosphere have been sensibly felt.

Roads and Settlements.—In consequence of the gravelly nature of the soil, the roads in the settled portion of the county, are better and more durable than those of any other part of the Province. The principal road yet open, runs along the margin of the Bay of Chaleur, and of the Restigouche river; along this road there is about seventy miles of this frontier part of the county occupied, and to the southward of Dalhousie and Campbellton settlements are now forming to the rear of the front lots. Cross roads branch from the main line to these settlements which commence near the head of Eel river, running parallel with the Bay shore, and are known by the several names of Dundee, Colebrooke, Lilly Lake, Sugar-leaf, Glenely and Glenlivit. There are some few scattering settlers extending their locations nearly to the Upsalquitch river, beyond which inhabitants become few and far between.

The country in many places assumes a mountainous appearance, yet rich arable land is found to extend to the very base, even of the highest and most rocky precipices, some of which rise to an elevation of from three to four and even seven hundred feet. This range of high land runs along the coast, at an average distance of three-fourths of a mile from the bay and river; and the intervening table has a gradual ascent from the shore to its foot, being every where traversed by streams descending from the heights.

In many places cultivation may be carried to the very summits, and on the southerly side the descent is sometimes as abrupt as it is towards the sea, until it terminates in undulating ridges of rich land, well adapted for the plough. At the head of the Bay Chaleur, and where the Restigouche assumes the form of a river, there is the commencement of a tract of "flat lands," similar in quality to the marshes of Westmoreland, or the alluvial lands of Sussex Vale and the river Saint John.

These flat lands extend about five miles up the river, to the mouth of the Matapediac, and range from a quarter to three quarters of a mile in breadth; the largest body being on the Canadian side. The whole tract is of great value for the production of hay. There is a continuous settlement on this frontier of about sixty miles, rich in every agricultural capability, and the only obstacle to the inhabitants becoming the most independent and wealthy in that portion of the Province, is their mixt, and as it were, mongrel character—one-third fisherman, one-third lumberman, and one-third farmer, may be said to compose most of the settlers along the shore; and until they learn practically, each to do his own work, and to confine himself to his proper avocation, it will be impossible that they should reap the full benefit of the advantages laid before them. This is strongly evinced by the progress made by new settlers on good lands more remote from the bay and river, and who confine themselves to their lands, or at all events make farming their principal employment; these men seldom fail to become comfortable and independent, and are far outstripping the settlers on the richer lands skirting the bay, who make all these pursuits alternately the means of earning a subsistence.

Proposed Road from Campbelton to Tobique.—The writer is indebted to John Gillis, Esq., who assisted in the exploration of this road for the following topographical description of the land.

The first eleven miles, from Campbelton, towards the river Saint John, runs through a tract of hardwood land of the best quality; the next seven miles is principally soft-wood land of a good growth of timber; the third section of seven miles is good land, principally hardwood. A tract of good land extends up the Bay Popelogan stream for seven or eight miles, the best, Mr. Gillics says, in the Province. The fourth section on the line, about eleven miles is poor land, the greater part having been burnt over; the fifth section of the same distance is timbered principally with hardwood, and is good land; from thence to Nictau Lake (which is a sheet of water five miles in length by half a mile in width) about four miles, the land is not so good; from this lake to the Nictau, or square forks, on the Tobique, is twenty miles, which, with the exception of about three miles, is poor land. There is a large extent of interval, beginning four miles above the mouth of the Nictau, and sheltering up the Campbell river for five miles. From the Nictau to the mouth of the Tobique is forty-two miles which consists principally of good land for settlement, and the banks of the latter river are occupied for about twenty miles of this distance upward from the Saint John. About twenty-six miles from the mouth, is a region of Gypsum, extending along the river's bank for about half a mile, and the rock being forty feet in height; it is extensively used for agricultural purposes, especially as barges can be brought to the quarry. Another extensive tract of good land ranges from the northwest branch of the Upsalquitche to the first finger brook falling into the Restigouche; it should be observed that the distance between the Nictau and Nipisquit Lakes is nearly three miles. On

the upper part of the Restigouche, the land is broken and not of such good quality. Taking the extent of good land fronting on this road, and still ungranted, there is no doubt but a Colony of at least 500 parishes could be located, in addition to the facilities afforded along the numerous streams traversing the country in every direction; in fact, to obtain room for placing settlers in this section of the Province, it is only necessary to open up roads; this can hardly be done in any direction without traversing extensive ranges of good land well adapted for this purpose. The present Legislative session, 1855, has granted £1000 for a road from the Tobique, via the Grand Falls, to the Restigouche.

Parishes.—This county is divided into five parishes: Durham, Colborne, Dalhousie, Addington, and Eldon; these parishes all front on the bay and river, and have the post-road traversing them in common as far as Campbellton. The side lines all run true south from the frontier, and with the exception of the Parish of Eldon, which is the most westesly, and is large enough for two or more parishes, the whole are laid out as well as the geographical position of the county will admit.

The Town of Dalhousie in the Parish of the same name, is the Capital of the County, and the most northern part of the Province. It is situate fifty-two miles above Bathurst, and stands on a rectangular plot of ground, having three of its sides bounding on the Bay of Chaleur; the town is neatly laid out, its streets running at right angles to each other and being of sufficient width. Here stand the public buildings of the county, including the Court house, Jail, Post Office, and Grammar School, together with three places of worship, Presbyterian, Methodist, and Episcopal, the latter being now in the course of erection. Many of the stores and private buildings are neat and well built, and the whole town evinces taste, system, and order, as well as some degree of animation and bustle, and from its beautiful situation, jutting out into the Bay of Chaleur, and surrounded by an enormous extent of rich land, it must yet be a place of considerable note, especially as it affords such excellent facilities for both Bay and River Fisheries, and for trade with the various settlements around the Bay Chaleur. On the north side is one of the best places for booming operations to be found in America, and which no doubt was the principal reason for the selection of this spot as the site of a town. Nature has here built a wall, and left a door of entrance within, with timber sufficient to load a fleet of ships can lie in perfect safety.

Herron Island is situate in the Bay of Chaleur, a short distance below Dalhousie, and contains some good land and well cultivated farms, it is included in this county.

Campbelton is situated in the Parish of Addington, sixteen miles above Dalhousie, and at the head of the Bay Chaleur. It extends into the water in the form of a right angle, two sides of which are washed by the bay, which at this point is one mile wide. The streets are broad and run at right angles to each other, although the town is not very well laid off; still it contains some neat stores and private edifices, and two places of worship, Presbyterian and Methodist. From this point a steam boat regularly crosses to the Canadian side during the summer season. There are numerous wharves extending into the harbor, where ships not drawing more than eighteen feet may load in perfect safety; and there is also a good place for booming timber. The Country round Campbellton, as well as that near Dalhousie is studded with conical hills, the Sugar Loaf, said to be 800 feet high, is the most prominent.

The settlements on the Canadian side extend from the mouth of the Bay of Chaleur for nearly one hundred miles up the Restigouche, and as far as the mouth of the Matapedia river, the whole coast being settled with small towns and villages. On the same side of the river (the Canadian) and nearly opposite Campbellton, stands "the Mission," which is the largest settlement of Micmac Indians to be found in either Province; about 600 are located there, and are engaged in fishing and hunting, as well as lumbering and agriculture; they are found to be ingenious, generally humble and peaceable, and many of them very industrious, though they cling to many of their old customs and peculiarities of dress. They own a large tract of land under the Canadian Government, part of which they have in some measure improved; on this they have a Chapel and a number of dwellings.

Rivers and Streams.—In addition to an extensive front on the Bay Chaleur, navigable for the largest class of vessels, and the Restigouche river, which is only second to the St. John, and which traverses this county and a large portion of Victoria, there are many large streams tributary to the Restigouche, and entering it at various points. The first of any importance is the Matapedia, which takes its rise in the Metis Mountains, and flows through an unbroken wilderness a distance of sixty miles, and enters the Restigouche thirty miles from its mouth. Five miles further up the Restigouche, the Upsalquitch river joins it from the right bank, and extends southeast into the wilderness for forty-five miles, its source being contiguous to that of the Tobique, which empties into the river Saint John. There is a vast tract of ungranted land skirting both banks of this stream, and which is free from stones.

The next tributary is the Mistouche or Patapedia, which is the boundary between this Province and Canada, as far north as the 48th parallel of latitude. It is a very rapid river, with a fall of seventeen feet in the mile, is navigable for thirty miles with steamers, and extends northwest some twenty miles farther, interlacing with the Metis river. It enters the Restigouche river sixty-five miles from its mouth. Proceeding upwards twenty miles, the Restigouche branches into two nearly equal rivers, that on the right hand being called the Tom Redgewick; this is evidently the largest stream, and extends sixty-five miles northwest into the high lands.

Between the Mistouche and the Tom Redgewick, there is a valuable tract of land, excellent in quality, possessing inexhaustible quantities of timber suitable for ship-building and deals.

The banks of the Restigouche, from eight miles above Campbellton to the confluence of the Tom Redgewick, are bold and steep. From this point, however, to its source, the banks are of gentle ascent, and there are large quantities of intervale, and the land is of good quality. The length of the navigable waters of the Restigouche is 135 miles; and after leaving the flat lands twelve miles above Campbellton, with the exception of a few scattering settlers, the country is a wilderness, but by cultivation, would be capable of supporting a numerous population. From the Matapedia to within two miles of Campbellton, there are an innumerable number of islands formed of intervale, the largest of which is two miles long, which, along with the sugar-loaf appearance of the mountains in the vicinity, presents the most magnificent scenery in the Province. The head of one of these islands, causing a rapid in the river, is the scene of the melancholy fate of Capt. Piper, R. E., who lost his life in an effort to save that of a boy who was upset in the canoe with him.

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The rivers from this spot to the lower line of the county, though not extensive, are very numerous, the principal being Eel, Charles, Benjamin and Jaquette rivers; these, with many smaller, diverging through the county, afford the best facilities imaginable for machinery, requiring water power.

Minerais.—This county, geologically considered, has, as yet, been but cursorily explored. No workable vein of coal has been discovered, though many districts present a carboniferous appearance; still, the thickest seam yet noticed does not exceed four inches, and consequently is not worth opening; and it is generally believed that coal does not exist to any profitable extent.

Limestone and marl are everywhere abundant, from the lower boundary at Belledune, to the mouth of the Restigouche. Along the banks of most of its streams, and on the borders of its high lands, these substances are visible in many places; and, in fact, the whole bay and river frontier of the county is decidedly a lime district. Thus the farmers of this section of the Province possess a double facility—strong land, and abundance of lime for its manure. It is said that there are several varieties of stone to be found fit for grindstones. Dr. Gesner, in his last report, page 80, thus expresses himself:—"The only stones capable of being made into good grindstones, observed during the exploration of 1852, belong to the coal-field at the mouth of the Restigouche." The nature of this "coal-field" has yet to be ascertained.

Fisheries.—There are no fishing establishments on this coast; the inhabitants merely take sufficient, during the seasons, of the various fisheries, for their own use, and allow the remainder to return to the sea. Herrings are caught in the Bay Chaleur; and salmon, of which there are a great abundance, of the largest and best in the Province, ascend the rivers to a great distance, where they are taken in season and out of season. Although saw mills are comparatively few in this county, and the passage of the fish up the rivers is, therefore, less interrupted than in many other localities, yet they are speared and chased from their spawning grounds to such an extent, that their existence in this section of the Province will, in a short time, be, as we have before observed with regard to the fisheries of the Northumberland Straits and the Bay of Fundy, recorded among the things that once were. Legislative action is much required on this subject to prevent the total destruction of this invaluable branch of the fisheries of this Province.

Commercial Resources.—The writer is indebted to Dugald Stewart, Esq., for much valuable information, both as to the agricultural and commercial aspect of this county.

A comparatively small quantity of fish may be found among its exports, and the principal articles of trade are its timber and lumber, more especially the former, the extensive inland water communications have given it advantages over every other part of the Province, for the squared timber trade; and though much of that produced on lands fronting the streams has been taken to market, yet there still exist large groves of excellent pine, and when this branch of the trade declines, (which it must do in a very few years,) the inexhaustible forest will yet remain, full of materials for the manufacture of deals, battens, and other descriptions of lumber; and as the facilities for water power necessary for this purpose are so abundant, we may anticipate that when the same energy that has hitherto been applied in another direction, is devoted to this manufacture, and provided the

then state of the foreign markets will warrant the change that, both steam and water power mills will spring up, the former in the town and sea ports, and the latter on those splendid streams that are to be found along the coast of the Bay Chaleur. In 1851 there were only 6 new mills, and from the cause already explained, they have not increased up to the present time.

Shipbuilding must also become an important branch of industry in this section of the Province; the facilities for carrying it on, as regards both the cheapness and durability of the material, and convenience of situation, cannot be surpassed by any other part of the Colony.

The writer during the autumn of 1854, saw a ship built at Dalhousie, by the Hon. John Montgomery, of 1000 tons burthen, the character of whose timbers, together with that in the ship-yard, would amply satisfy any person of the value of the native timber of this district for shipbuilding operations.

	No.	Tons.
Ships built in 1854,	4	4,000

This appears to be about the average amount of tons annually built in the county for the last four years.

	Sterling.
Imports in 1852	£27,516 18 1
Exports " "	32,286 13 1
Registered tonnage of shipping	21,249 tons*
Navigated by	956 men
Imports in 1853	£30,476 17 3
Exports " "	25,363 19 2
Registered tonnage of shipping	18,217 tons*
Navigated by	677 men

Education.—By the census of 1851, this county exceeded, in the number of children attending grammar school, the counties of Albert, Charlotte, King's, Queen's, Sunbury, Victoria, and Westmoreland. One of the reasons for this honorable distinction in favor of Restigouche, may be that the inhabitants of some of the counties last named, possess the advantage of sending their children to other educational institutions, thus reducing the number of those who attend the common grammar schools of their respective counties. The number of children who attended parish schools—

In 1821, was	611	School houses	19
In 1853	568	"	22

So that while there is an increase of school houses, there appears to be a diminution of attendance; which is more likely to be attributable to some inaccuracy in the returns than to any laxity of the action of the inhabitants in favor of education.

The inhabitants of this county are principally composed of English, Irish, and Scotch and their descendants.

*This is exclusive of new ships built in this county during these years.

1851.—Population, and other Statistics of Restigouche County.

	Parishes.					Totals.
	Adding- ton.	Col- borne.	Dalhousie.	Dur- ham.	Eldon.	
Inhabitants,	1,147	659	1,403	871	81	4,161
Families,	145	97	228	142	16	628
Children at school,	94	143	182	207	18	644
School houses,	3	4	7	5		19
Births,	24	26	9	33	2	94
Deaths,	10	6	11	9		36
Sick and infirm,	5	31	10	9	1	56
Acres of land cleared,	1,694	2,228	2,186	2,494	293	8,895
Places of worship,	2	2	2			6
Saw mills,	1	3	1	1		6
Grist mills,	1	2				3
Agriculturists,	75	50	110	127	16	394
Tons of hay,	935	603	803	831	153	3,330
Wheat, bushels,	958	852	2,464	2,098	54	6,426
Barley, "	678	617	871	597	10	2,773
Oats, "	8,693	12,221	8,760	16,133	710	46,517
Buckwheat, "	3	20		34		57
Indian corn, "			3			3
Potatoes,	14,493	15,555	5,417	23,540	2,126	66,131
Peas and beans,						1,134
Turnips,						14,359
Other roots,						202

Comparison.

Population,	{ 1851, 4,161 }	{ 1840, 3,161 }	Increase in 11 years, 1,000.
Families,	{ 1851, 628 }	{ 1840, 462 }	" " 166.
Places of worship,	{ 1851, 6 }	{ 1840, 4 }	" " 2.
Saw mills,	{ 1851, 6 }	{ 1840, 6 }	" " 0.
Grist mills,	{ 1851, 3 }	{ 1840, 3 }	" " 0.
Cleared land,	{ 1851, 8,895 }	{ 1840, 5,579 }	" " 3,316.
Horses,	{ 1851, 527 }	{ 1840, 426 }	" " 101.
Neat cattle,	{ 1851, 2,072 }	{ 1840, 1,118 }	" " 954.
Sheep,	{ 1851, 3,026 }	{ 1840, 1,698 }	" " 1,328.
Swine,	{ 1851, 1,055 }	{ 1840, 1,325 }	Decrease " 270.

COUNTY OF GLOUCESTER.

Boundaries.—"The county of Gloucester, bounded northerly by the Bay of Chaleur, easterly by the Gulf of St. Lawrence, southerly and wes-

terly by the line run north eighty-eight degrees west by Deputy Davidson, in the year 1845, from the Gulf of St. Lawrence, at the rear of the first division of Lots, in the Tracadie Grant, until it strikes Portage river, thence north twenty-two degrees west by the magnet, of the year "1784," to intersect the line of Restigouche, and thence along the southerly and easterly bounds thereof to the Bay Chaleur, including Miscou and Shippegan, and all the other adjacent islands."

Area and Civil Divisions.—The county contains an area of 1,037,440 acres, out of which 332,002 are granted; and by the census of 1851, it appeared that 19,312 acres were cleared. It is divided by statute into five parishes, though by the Census returns there are 6 parochial divisions, the island of Shippegan being called one, which, with the other islands, proper forms a part of the Parish of Caraquette. Saumarz is the most south easterly parish of the county on the St. Lawrence side. New Bandon includes the Waterloo and New Bandon Settlements; Bathurst lies in the centre of the County and contains Nipsiguit, Middle, Little, and Tetagouche rivers, together with the towns of Bathurst (the shire town) and St. Peter's. The Parish of Beresford is the most north-western of the county. The whole contained, in 1851, a population of 11,704.

Roads, Settlements and quality of land.—The roads from the eastern boundary along the Gulf shore, crosses Big Tracadie, Little Tracadie and Pokemouche rivers, in its course to the Bay Chaleur. The banks of the Big Tracadie are inhabited for about five miles from its mouth, those of Little Tracadie for three miles, and of Pokemouche for ten miles. The land is generally good and well cultivated; and roads branch from the main line up the vallies of these rivers as well as to the seaboard.

The islands of Shippegan, Miscou, Pokesadi and Caraquette, are situate at the easterly entrance to the Bay Chaleur. Miscou is about twenty miles in circumference, is principally granted, and has about ten families on it. Shippegan is about twenty miles long, and contains but poor land; it is partially settled by French, who live by fishing for the Jersey House, William Freeing and Co., whose principal station is on the Canadian side of the Bay. The Legislature has now, 1855, granted £1,200 for the erection of a light-house and a keeper's building on Miscou Island. Salt-grass and other wild hay grows around some of these islands, which when harvested, is found to make good fodder for cattle and sheep.

The land from St. Simon's Inlet to Pokemouche river, is a boggy barren, the frontier only being settled; but on the banks of the river there is some of good quality, and a considerable extent of alluvial soil; this tract is well farmed by people principally from Ireland. Pokesadi Island has only one settler on it. Around Point Mizenet the soil is poor and but thinly settled. A road runs from Caraquette through the Waterloo and New Bandon Settlements to Janesville, along which the land is generally good, and in the rear there is a succession of excellent settlements, principally inhabited by French and Irish; these people are comfortably circumstanced, getting their living chiefly from their farms; and similar settlements extend along the Bay up to Bass river. From thence to the Nepisiquit river the land has been granted in large tracts to parties who, as is too often the case, in other parts of the Province, appear to hold it for no other purpose than to retard its settlement, waiting till its value shall be increased by the improvements made by others in their immediate neighborhood, a course which cannot be too highly deprecated as most injurious to the advancement of a new country.

Nipisiquit river is settled for upwards of three miles, or to the head of the tide or rough waters; the land above this point is generally poor and unfit for cultivation. The road crosses this river at a bridge recently built which is 300 yards across, and is an excellent structure. At this point is the junction of the road running through the settlements already described, with the post road from Chatham to the Restigouche; the land along the latter is generally poor and of a dry hungry character. After crossing this bridge, to the westward, we enter the town of Bathurst, which is neat and well laid out, containing a population of about 750; it stands on a peninsula protruding into the Bathurst harbor to within three miles of the Bay Chaleur, and which is elevated about thirty feet above high water mark. On the east the town is bounded by the Nipisiquit, and on the west by Little and Middle rivers, which have their junction about half a mile above the town.

Although the writer visited this section of the Province in the autumn of 1854, it was found difficult to obtain a sufficient amount of information to enable him to lay before the public a full impartial and detailed statement of the capabilities of this county. We are therefore indebted to several friends for the materials of this section and especially to Henry W. Baldwin, Esq., who says, with reference to Bathurst, that, "the site of the shire town was chosen by Sir Howard Douglas, who visited it in 1818, and it was laid out in the following year when it received the name in honor of Earl Bathurst.

The land to the southward is undulating and well situated for the extension of the town, which as the capital of the county, contains its public buildings, consisting of a Court House, Jail, Post Office, Record Office, Probate Court, and two places of worship, Episcopalian and Methodist, also numerous neat cottages and stores as well as two ship yards. This place possesses many advantages; it is situated at the head of a harbor, perfectly free from rocks and in which vessels drawing 13 feet of water may enter and lie with safety; it is surrounded by good agricultural settlements with ample space for their extension; it has a fine bay and river fishery, with streams penetrating an immense forest of spruce, pine, haematac, and various other kinds of timber, and the neighborhood can boast a variety of mineral deposits, with good roads leading east and west; so that it appears morally certain that in process of time, this handsome little town must become a place of considerable importance.

Little and Middle rivers are spanned on the westward and nearly opposite Dalhousie by a bridge, which is about half a mile in length, and supported by forty-six abutments; the former river is located for four or five miles upwards with some scattered settlements, and where the land is not rocky, it is found very productive. At the west end of this bridge a thriving and commercial little village has grown up, formerly known as "the village," but which has recently assumed the name of *St. Peter's*, it has a ship-yard, steam saw mill, and Presbyterian and Roman Catholic places of worship, together with a number of stores and cottages, and presents on the whole, a business like aspect, bidding fair to rival its older neighbour, Bathurst, at the other end of the bridge. *St. Ann's Settlement* extends for ten miles up the *Tetageche River*, and *St. Peter's* and *Grand Brook*, are both settled for about five miles. The front lands from Bathurst to the County of Restigouche are occupied principally by descendants from the Acadian French, who follow the threefold professions of lumbermen, fishermen and agriculturists, and no doubt spoil the whole. The character of the soil through this dis-

trict, for road making, is generally light and dry, and cannot be surpassed, so that when roads are once made they are very durable and the heaviest expence incurred is in the erection of bridges.

Rivers and Streams.—This, like the other maritime counties of the Province, has its full share of water communications. Beginning with Big Tracadie river, on the eastern boundary of the county, which extends to the road from Miramichi to Bathurst, and with its tributories, waters, a considerable tract of wilderness land. Leach river is not extensive; Little Tracadie is small; and Pokemouche a sluggish running stream. Caraquette, Little and Big Pokesham and Bass rivers are inconsiderable. The River Nipisiquit is the most extensive in this County, but is not navigable even for small schooners for more than three miles, or to the rough waters; from thence it is twenty miles to the falls, and ninety miles to a lake of the same name, in which it has its source. Pursuing the coast from its mouth to Belldune, the northwest extremity of the county, we come to Little, Middle, and Tatagouche rivers, neither of which are navigable, except for boats, barges and rafts.

Agricultural facilities.—The character of the land in this county is not so good for agricultural operations as that of Restigouche; a large tract in its southern portion, being a lumbering district, suffered severely from the ravages made by the "Miramichi" fire, and other subsequent conflagrations; the land, as a whole, is of a light, dry and hungry cast, except along the seaboard, and on the margins of its rivers and streams; that on the Nipisiquit, however, and its branches, is principally poor and unfit for farming. Still, exclusive of the frontier lands, most of which are granted, there are two blocks of good land, highly fit for settlement, still vacant. The first tract lies to the southwest of Dunlop and the other settlements between Bathurst harbor and Belldune, and is, it is believed, capable of receiving from six to eight hundred settlers without difficulty; it is well watered by the many streams traversing the wilderness, and if a road were opened from Bathurst to Campbelton at the head of Bay Chaleur, it would pass through and open this tract to the plough of the settler, besides shortening the distance between those towns. The second tract of land adapted for cultivation, and still ungranted, embraces the heads of the Tracadie, Pokemouche and Bass rivers, and of Red Pine Brook, a branch of the Nipisiquit. This extensive block could be opened by a road from New Bandon, at the Capes, to the head of the Pokemouche, and by another from Caraquette River to an intersection of the post road from Bathurst to Miramichi, at about twelve miles from the former place. These two roads would prepare the way for the introduction of several hundred families.

Minerals.—Though coal has been discovered in several localities in this county, still the existence of a marketable seam is much questioned. With reference to this subject, Mr. Baldwin says, "the circumstance of coal being found in rather considerable quantities along this shore, at the foot of the Capes of New Bandon, caused an English Company to expend a large sum of money in boring in different localities to try and discover the existence of a seam fit to work," he proceeds, "they have bored in five or six different places between the Caraquette and Nipisiquit rivers, to the depth of 350 feet, but found only a two or three inch seam of coal." He further says that, "Mr. Logan, the Canadian Geologist, expressed an opinion that coal existed in the vicinity, but it was probable it crept out in the bay which must account for the fragments coming on shore." As to the exist-

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tence in this county, of various mineral and fossiliferous substances to some extent, it is only necessary for conviction to examine Mr. Baldwin's collection, which is selected principally from the county of Gloucester; and it would be well if every county in the Province possessed some person or persons possessed of his taste for collecting the curious and the useful in a Geological point of view.

Manganese has been discovered in Saint Peter's Brook and Tetagouche river. Detached pieces of copper have been found on the Nepisiquit, about a mile above its mouth, where it is mixed with the red sandstone at this spot. For the working the ores on both these rivers, a company was organized in 1837, called "the Gloucester Mining Company," who expended a large amount of money without receiving a remunerative result, though large quantities of ore were shipped to England. Still it is believed by many that a lode of copper exists not far from the scene of their operations on the Nipisiquit river, and hopes are yet entertained of ascertaining its position.

Limestone has been found both above and below Elm-tree Brook, on the Bay Chaleur, in great abundance, and of every variety; it is highly fossiliferous. Marble is also plentifully met with. Dr. Gesner, in his last report, page 77, states that "the white marl of Gloucester and Restigouche will burn into quick lime. Care must be taken in the employment of stony marl, as the lime it contains, when applied in too large a quantity, will destroy vegetation altogether." On page 79, he proceeds:—"There are several kinds of impure limestone, which afford, upon being burnt, hydraulic cement, or lime that will harden under water. Some of the limestone near the Presq'isle, Belledune Point, and near Dumaresque's farm, at Dalhousie, are of this variety. At present, all the hydraulic cement used in this Province is imported from the States, whereas it might be manufactured in the Province." On page 81, the Doctor further states that "an elegant marble may be obtained near Petit Roche" or Little Rock, near Elm-tree Brook, "in the county of Gloucester. The prevailing color of the rock is white, which graduates into buff-colored, green and gray. * * * Machinery might be erected on some of the streams, and the marble might be sawed and polished, when it would equal in beauty the *Verde Antique* of any other part of the world." Thus, this geologically interesting region contains limestone, marl, marble, and manganese.

Grindstone quarries run along the coast of the New Bandon settlement, about twenty miles to the eastward of Bathurst, ranging from 100 to 120 feet above the level of the sea. These quarries are extensive, and of a very superior quality. They have given employment, for a season, to about 100 men, and from eight to ten cargoes are annually shipped to the United States; so that the mineral character of the county, commercially considered, stands high, notwithstanding the reputed absence of iron and coal.

Fisheries.—And as to its piscatory facilities, Gloucester is not exceeded by any county of the Province, either in variety, quality, or opportunities for taking and preserving fish. Its bays and rivers team with salmon, cod, pollock, mackarel, haddock, halibut, bass, gaspereaux, eels, trout, lobsters, oysters, and both spring and fall herrings. On the Canada side of the Bay Chaleur are the well known establishments of the "Jersey Houses," which gives employment to a large fleet of fishing craft, as well as to many sailors and curers, &c. They have several minor establishments, at Shippegan and other places, along the north-eastern coast of this county.

The salmon fishery at Janesville, the gaspereaux at Pokemouche, and the herring fishery at Tracadie, can hardly be surpassed. The Jersey firm deal principally in codfish, of which they are excellent curers, and which they send to ports in the Mediterranean and in South America. There is also a good fishing establishment at Grand Ance.

The boats of Caraquette are constructed in the most approved manner, as regards model, durability, capacity and strength. A fleet of these vessels, when viewed from the shore, as they return from their fishing operations during the season, present a most beautiful sight.

The average quantity of fish exported from this county alone, separate from that, from the opposite shore of the Bay, is as follows :

Codfish, haddock and ling,	25,000 quintals.
Herrings,	15,000 barrels.
Gaspereaux, or alewives,	4,000 "
Salmon, 200,000 pounds, equal to	1,000 "
Besides mackarel, trout, eels, and other fish.	

The salmon are, for the most part, packed in tins, and sent to the United States and to England; the herrings are improving in quality every year.

Commercial Resources.—Lumber, grindstones, and fish, are the staple articles of export. As pine of sufficient size for squared timber is becoming scarce, sawed lumber, deals, battens, &c., are now the principal articles. This trade will, no doubt, continue as long as the prices warrant the operations of the lumberer, as the quantities of timber are almost unlimited, and we have already noticed the facilities afforded by the innumerable rivers and streams.

Ship-building.—There is every opportunity for carrying on this branch of industry, both as regards the quality of the timber, and facilities for procuring it. The annual amount of the tonnage of ships built averages about 6000 tons.

Mails.—Three mails per week pass through Bathurst, St. Peter's, Dalhousie, Campelton, and the other principal settlements of Gloucester and Restigouche, with many intermediate way offices. There is also a postal communication between Campelton and Quebec. Thus the post office arrangements afford all the commercial advantages enjoyed by the older and more populous towns of the Province. Considering the length of a nearly unsettled road from Chatham to Bathurst, (forty-four miles,) and the great depth of snow that falls during the winter season, it may be a question whether it would not be more economical to extend the line of electric telegraph through these northern towns to Campelton, with a view to its ultimate extension to Quebec, and to have only one or two mails in the week. The commercial part of the community would, of course, be the best judges of the conveniences this plan would afford them.

Education.—A County Grammar School is established in the town of Bathurst, which was attended, in 1851, by forty-five pupils; and in the same year, the parish schools of the county boasted no less than 881 scholars in thirty-one school houses. In 1858, the county contained thirty-five school houses, attended by 1,167 pupils; shewing an increase of four school houses, and 286 pupils,—a convincing proof that the people are becoming alive to the benefits arising from education.

Sporting.—The Bay of Chaleur and its affluents present the sportsman both with abundance and variety of aquatic fowls. Wild geese, brant, and every variety of ducks, will afford him ample amusement with his gun, while the finny tribe will give full employment to the hook and line.

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1851.—*Population, and other Statistics of Gloucester County.*

	Parishes.						Totals.
	Bathurst.	Beresford	Cararquette	New Brandon.	Sau-marez	Ship-pigan.	
Inhabitants,	2,913	2,048	1,795	1,144	2,377	1,427	11,704
Families,	456	327	304	202	363	203	1,855
Children at school,	357	128	90	232	47	72	926
School houses,	11	5	3	7	2	3	31
Births,	131	80	96	81	51	77	516
Deaths,	20	17	24	3	21	7	92
Sick and infirm,	12	49	67	4	30	6	168
Agriculture, persons employed in	275	270	270	183	289	111	1,398
Places of worship,	5	3	2	4	2	3	19
Saw mills,	2	2	1			1	6
Grist mills,	2	3	4	2	1	2	14
Aeres of land cleared,	4,921	3,392	2,685	3,193	3,923	1,198	19,312
Tons of hay,	2,000	932	820	747	1,698	638	6,835
Bushels of wheat,	3,543	2,934	4,718	4,381	5,263	2,756	23,595
“ barley,	1,501	2,056	1,079	1,007	1,631	804	8,078
“ oats,	16,764	15,798	2,522	6,673	8,728	1,520	153,005
“ buckwheat,	696	459			81		1,236
“ Indian corn,	10	1,376	437		301	99	2,223
“ potatoes,	52,369	43,935	62,870	30,570	79,215	45,488	314,447
“ peas and beans,							1,258
“ turnips & other roots,							15,477

Comparison.

Population,	{ 1851, 11,704	{ Increase in 11 years, 3,953.
	{ 1840, 7,751	
Families,	{ 1851, 1,855	{ “ “ 662.
	{ 1840, 1,193	
Inhabited houses,	{ 1851, 1,619	{ “ “ 534.
	{ 1840, 1,085	
Places of worship,	{ 1851, 19	{ “ “ 7.
	{ 1840, 12	
Grist mills,	{ 1851, 14	{ Decrease “ 4.
	{ 1840, 18	
Saw mills,	{ 1851, 6	{ “ “ 1.
	{ 1840, 7	
Cleared land,	{ 1851, 19,312	{ Increase “ 7,631.
	{ 1840, 11,681	
Horses,	{ 1851, 1,174	{ “ “ 363.
	{ 1840, 811	
Neat Cattle,	{ 1851, 3,980	{ “ “ 761.
	{ 1840, 3,219	
Sheep,	{ 1851, 8,552	{ “ “ 2,316.
	{ 1840, 6,236	
Swine,	{ 1851, 3,817	{ “ “ 174.
	{ 1840, 3,643	

Recapitulatory Sketch of the Bay Chaleur.

If in our excursion through the counties intersected by the river Saint John, the mind was presented with beauty, variety and wealth, it can hardly be less so, if, at the expense of a little repetition, we take a similar review of the beauty, wealth and diversification afforded to us by the Bay Chaleur, or Bay of Heats.

In entering the Bay at Miscou Island, which is eighteen miles from Point Maquereau, on the Canadian side, we first pass that island with its associates, and the numerous inlets, rivers, and capes, with their various settlements and towns already described in the counties of Gloucester and Restigouche. Opposite the harbor of Bathurst the Bay widens to the extent of twenty-seven miles, and again contracts as we approach the town of Dalhousie, to a width of eight miles. At this place, which may almost be deemed the mouth of the Restigouche River it narrows somewhat suddenly to two miles, and above the town spreads again to a width of four miles, forming a noble estuary to the magnificent river, at whose mouth we have thus arrived. These two counties, forming these uthern shore of the Bay, contain a population of not less than 18,000 souls. On the north, or Canadian side, after noticing Great and Little Pabos, two harbors abounding with the favorite bait for Codfish. We pass Port Daniel, and the embouchures of the Bonaventure, Cascapediack and numerous other rivers and streams, which, taking their rise among the hills of Lower Canada, wind through fertile vales, hereafter to be studded with villages, but even now possessing many settlements with manufactories of timber, and thriving fishery establishments, shewing them that the hand of industry and enterprise is at work even in these remote, and as they have been erroneously called, desert regions. We must not forget that the first settlement made, within the grasp we are now taking, was on the site of Bathurst, by Jean Jacques Enard, a native of Basque, in France, as early as the year 1639.

Ascending the inner Bay, from Dalhousie upwards, in which there is room and depth of water for the collected navy of England, we approach Point Le Gard, and Battery Point, where, in 1760, during the wars between England and France, the latter nation had erected two batteries, which were destroyed by Captain Byron, the commander of an English Squadron, together with a "Frigate, two large store ships, and nineteen sail of smaller vessels, the principal part of which had been taken from the English." At this place the mind is carried nearly a century back into the past, to the time when these two powerful nations, now happily for the future peace of the world, and for themselves, in close alliance, were each in turn contending for a country then a comparative wilderness, and thus causing destruction and desolation to the life and property of peaceable citizens, who, for the sake of a livelihood, had taken up their residence on the most eligible parts of the North American Continent; and we can hardly avoid being struck with the conviction that the statesmen of those days must have entertained far more adequate ideas of the value of these regions than the cabinet ministers of England nearer our own times.

In our further ascent to the head of the tide, a distance, in all, of 110 miles from the Miscou island, we pass Campbellton, and a line of settlements flanking both sides of the Restigouche, the towering Sugar Loaf rising within cannon shot, besides unnumbered other lofty mountains and hills, penetrating the air like cones, in the distance, and bearing evident

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marks of being a branch of the Alleghany chain; the whole chequered and enlivened with extensive vales of rich soil covered where the hand of man has not been at work with a fine growth of luxuriant timber. A short distance above Campellton, we come to the "Mission Point," the largest remnant, as we before observed, of the Micmac tribe, who with other Indian nations, once figured largely in all the wars on this continent. We look back in imagination to the time when no European resided in North America, and the red man of the forest was its sole master and imperfect cultivator; and now how changed is its aspect! the savage races are subdued and become humble, and their posterity, so far as they remain among us, are here fast entering the ranks of civilization, while peace, prosperity, and knowledge are assuming their proper place, and establishing their reign.

Continuing our ascent, we pass on our left Althol House, the residence of Robert Ferguson, Esq., who was the first British Settler on the Restigouche; and whose numerous buildings and extensive agricultural improvements evidently shew that industry, energy, and enterprize, will not be unrewarded. At the termination of our voyage, and on the north bank of the Restigouche, stood the French Town of Petit Rochelle, which contained over two hundred houses, and was destroyed, and its inhabitants scattered into the wilderness by that memorable fleet we have before had occasion to mention. Numerous relics of former times are occasionally discovered, such as muskets, pistols, swords, and ammunition, along with various articles of a culinary nature, even silver knives, forks and spoons; the foundations of houses and forts may still be traced.

Thus it will be seen that this bay is, in itself, one of the most splendid in North America. Its head waters and tributories are thus spoken of by Mr. H. Perley, Esq., in his fishery Report, (page 75.) "The Restigouche is about two hundred and twenty miles in length, and it has four large tributaries, each more than sixty miles long; with its numerous affluents, it is supposed to drain more than six thousand square miles of territory." In terminating our observations on this county, replete with objects of attraction and curiosity, we are led seriously to acknowledge that there are few districts on this part of the American Continent, embracing such a wild and varied field for the operations of the capitalist. If he desires to pursue commerce, here are abundant facilities; the sea teeming with every variety of the most profitable kinds of fish—the bowels of the earth containing valuable mineral deposits—and the forests amply supplying every description of timber, with all the necessary water privileges for procuring and manufacturing it. And if agriculture should be the object of his choice, here is an extensive region of country, consisting of a soil highly productive of agricultural wealth to almost any amount—so that agriculture and commerce might go hand in hand, uniting their efforts, and rendering a peaceable, industrious and energetic people happy and prosperous.

COUNTY OF NORTHUMBERLAND.

Boundaries.—"The County of Northumberland, bounded northerly by Gloucester and Restigouche; west by Victoria and York; south by York and Sunbury, and the line run from Point Escuminac, south seventy degrees and forty-five minutes west, forty-eight miles, thence south fifty-one degrees west, twenty-three and a half miles by Deputies Layton and Lad-

ler, in the years of our Lord 1842 and 1845; easterly by the Gulf of St. Lawrence, including all the islands adjacent thereto."

General Description.—The principal part of this county, previously to the great fire of the 7th October, 1825, was a lumbering region, and had been the scene of operations of this nature for a great number of years; thus, from the quantity of fallen timber and refuse wood remaining on the ground, it was prepared for the wide spread of such a conflagration. Here we may describe, at one general sweep, almost the whole country, from within a short distance of the Gulf shore, and the head of the Tabusintac river, thence nearly to the Falls of the Nipissiquit, and from that vicinity in the direction of the Tobique river, and nearly to its head, and in another direction, beginning at the mouth of the Miramichi river, embracing both its banks, and extending, in some places, beyond the present limits of the county to the Nashwaak river, in the county of York, thus comprehending, in the whole, nearly 4,000,000 acres of the best lumbering region in the Province, as the remaining trunks of half burnt pines, which are every where visible, towering above the more recent under growth, will amply testify.

Here, "at one fell swoop," was the face of this vast tract of country deprived, in many places, of all the nutriment afforded to its trees and plants, by the decayed vegetable matter, the accumulations of previous centuries, and the soil, which is naturally dry, and without much alluvial deposits, was left in a poor and parched up state, unfit to produce any thing for the support either of men or cattle.

Besides the desolation thus produced on the surface of the county, by its being deprived of its surface vegetable, mould and alluvial matter, there was the still more useful destruction of human life to relate, as well as an enormous amount in animals and other property.

The number who lost their lives, as nearly as could

be ascertained, was	160 persons,
Buildings destroyed	595
Cattle " "	875
Value of personal property burnt	£227,713 13 6
Towards replacing the losses of the sufferers there was contributed by New Brunswick, Nova Scotia, Canada, United States, and Great Britain	£39,259 7 10
The destruction to the forests of the Country was estimated at	£500,000

The salmon and other fish in the rivers were killed by the heat imparted to the waters; and the bears and other wild animals subdued into tameness, and made to forsake their ferocity, and to take up their abode along the margins of the streams, in company with man, and the domestic animals of the country. The greater part of the various isolated settlers, with their families and property were destroyed, and many of the lumbermen, who, of course, were surrounded with resinous plants, and with trees and fallen timber, a ready fuel to the flames, became a prey to the devouring elements, from which the only means left for escape was to flee "to the river."

Leaving this melancholy scene, unparalleled in the history of the colonies, and viewing this region after an interval of twenty-nine years, we find it principally covered with a foliage of the hard-wood class, (which generally spring up on the removal of soft-wood) consisting of white and grey birch, and poplar, interspread occasionally with groves of beech, birch, maple, and other similar species, a class of wood not so favorable to the ravages of fire.

It may here be observed that the decayed leaves of these trees, annually falling to the ground, become manure, and tend to enrich the soil; while those of the pine, spruce, and other soft wood varieties, do not add much, if any thing, to its agricultural produce—supporting qualities. Hence the land, which was formerly principally covered with the last named species of timber, being stript by fire, in some places, almost to its subsoil, is now mantled with a growth of trees of the average height of about thirty feet, and will no doubt, if these are allowed to attain the size of forest timber, become much better fitted for agricultural operations, than it ever has been hitherto, at least for many past centuries. We know of no section of equal extent to this, or of the contiguous Province of Nova Scotia, so little diversified by hills, although it is undulating with alluvial vallies between its ridges; the soil being naturally dry and light, so that no impediment except the streams was offered to the ravages of the fire.

Area, Civil Divisions, and Population.—This county, the largest in the Province, contains an area of 2 980,000 acres, being sufficiently large for three counties; and if it were so divided, each would, we have no doubt, from its compactness, make greater advances in the aggregate, than the whole now does as one over extensive and inconvenient county. Of this area, 986,163 acres are granted, consequently, there are 1 993,832 still vacant; and out of this amount there were, in 1851, only 30,221 acres of cleared land leaving the immense extent of 2,949,779 acres still in a wilderness state.

Northumberland is divided by the Census returns into nine parishes, which division we follow in our statistical tables at the end of our description of the resources of the county. But by 14 Vict., chap. 6, a new parish, designated *Hardwicke*, was laid off from the parish of *Glendelg*. North of the latter parish, is the parish of *Chatham*, containing the town of the same name; and above these parishes, on the Miramichi river, follow in their order, and bounded by lines crossing the river in a south easterly direction, the several parishes of *Nelson*, *Blackville*, *Blissfield*, and *Ludlev*; on the north west side of the river, is the parish of *Northesk*, comprehending the front of the four named, and indeed, about one half of the area of this large county. Below Northesk, and on the river, is situate the parish of *Newcastle*, which embraces the towns of Douglas-town and Newcastle, the latter being the shire town; and abutting on Newcastle to the eastward is the parish of *Almwick*; making in all ten sub-divisions.

The population of this county, in 1840, was	14,620
And in 1851,	15 064

Being an increase of only 444 in eleven years; while it appears by the census that the births amounted to 450 in one year. This county, in this respect, certainly presents an anomaly, as compared with all the others in the Province. The county of King's, with a less population, increased 4,378, while Restigouche has far exceeded this proportion within the same period. These figures confirm our previously obtained ideas of the agricultural capabilities of Northumberland; they shew that the increase or decrease in its population depends on the fluctuations of lumbering and ship-building, and not on its agricultural operations. At the time the last census was taken, both these branches of industry were in a very depressed state; so that we are satisfied, from the fresh impetus recently given to these pursuits, along with the attention recently paid to agriculture, that the permanent population would, at the present time, shew a ten-fold proportional increase to that appearing on the census.

Rivers and Streams.—The Miramichi river, the third, in point of magnitude, in the Province, has its rise in the eastern part of the county of Victoria. Its affluents, which are numerous and extensive, drain all parts of the surrounding counties; at a distance of thirty-five miles from its mouth, it branches into two great streams, known, respectively, as the North-west and Southwest Miramichi, and these again subdivide into a great number of minor tributaries, too numerous to detail; literally making the large extent of country through which they flow, a net-work of streams, among which the Renous river, a northern tributary of the south-west branch, is the most considerable, and its navigation is now being much improved. The main river is navigable for vessels up to the junction, as are both branches for several miles above, and almost all their tributaries are also navigable by boats and rafts nearly to their sources. Thus the greatest facilities are presented for procuring and bringing the riches of the forest to their places of shipment.

The sum of £200 has been awarded, at the last session of the Legislature, towards the improvement of the south-west branch of the Miramichi River.

On the north side of the harbor are Bartibogue, Burnt Church, and Tabusintac rivers. The two former are inconsiderable streams; the latter, which is said to take its name from its being "the place of two families or persons," has its principal source in the county of Gloucester, and, although somewhat extensive, is not navigable, except for boats and rafts. The rivers remaining to be noticed are the Napan, Black, Little Black, and Vin rivers, which are all small streams, and fall into Miramichi Bay, on the south side of the harbor. Thus the whole county is most advantageously drained from front to rear.

Roads and Settlements extends along the whole sea-board of this county, as well as on the Tabusintac, Burnt Church, and Bartibogue rivers; on the first named stream there are some belts of good intervals, and it is densely settled; the two latter are occupied almost to their sources. Napan Settlement has good roads, and extends nearly to the head of the river; Black, Little Black, and Vin rivers have also roads extending upwards from the sea-board, and are settled along their banks, as well as where they are intersected by the great road from Richibucto to Chatham.

The Town of Chatham is situated on the south bank of the Miramichi river, twenty-eight miles from its mouth. It is about one mile in length, following the meanderings of the river, and with an average width of one fifth of a mile; it stretches along the side of an undulating hill, from the top of which a splendid view is obtained of the town, river, ships and manufactories. The town has been badly laid out, as the front streets are both narrow and winding, and run obliquely to each other; however, as the new streets in the rear, which are planned with more order and system, become filled up, as they have already commenced, with neat public and private edifices, the whole will present a more attractive appearance. The parish contained, in 1851, a population of 3,363 inhabitants, and 500 houses, most of which belonged to the town. It includes five places of worship, two being Presbyterian, one Episcopalian, one Methodist, and one Roman Catholic; also, a Temperance Hall, and Mechanics' Institute, three shipyards, six steam saw mills, a printing office, custom house, post office, book store, tannery, and telegraph office, with a branch of the Commercial Bank, and a number of neat private cottages; many of the latter are ornamented with

shrubberies, and present otherwise an appearance of neatness and taste. The principal part of the river's border in front of the town is lined with wharves, to which large class vessels can come and receive their loading.

Douglas Town lies on the opposite side of the river, in sight of, and two miles above the town of Chatham; it is also somewhat irregularly laid out, but similarly situated with its opposite neighbor, as regards the character of the ground, and facilities for its future extension. Large class vessels can be loaded at its wharves; ships are built here, and there are a number of stores and private buildings, many of them well constructed.

On the same side of the river, and four miles higher up, stands the town of Newcastle, the head quarters of the county; it is about one-fourth of the size of Chatham. As regards the plot on which it is built, nearly the same description will apply as we have given to the two towns last mentioned, except that its streets, though not systematically laid out, are superior to those of Chatham. Its river frontier is lined with wharves and shipyards, and the parish, including the town, contains four steam saw mills, with two more in course of erection; also, a number of water mills, among which is the old and far-famed establishment of the firm of Gilmore and Rankin, which, long before steam mills were erected in this section of the Province, supplied the markets of Great Britain with large quantities of lumber. The town possesses the Court House, Jail, Probate Court, and other county requisites, with a number of public and private edifices.

As the timber and lumbering business, together with ship-building, have hitherto been the principal occupations of the inhabitants of this county, it follows that, wherever facilities were offered, along the margins of the rivers, for booming, ship-building, the loading of ships, and the erection of mills, there the towns we have mentioned, together with others now springing up, have been located; but if all were amalgamated with the town of Chatham, and the whole were well laid out, they would form a city of no inconsiderable importance; as it is, they are scattered along both banks of the river, from its mouth to Boistown, a distance of ninety miles; for this distance there are various roads and settlements, but principally confined to the localities possessing meadows and tracts of good land.

The road from Chatham to Fredericton, about 109 miles, runs, for the greater part of the way to Boistown, along the north side of the river; and a bridge is now being erected at the point where it crosses the North-west Arm. Settlement is extended up this stream, also, to a spot at which its affluents diverge in every direction; and there is a tract of good land near its junction with a stream bearing the name of the Little South-west.

The Napan river settlement, which is three miles from the town of Chatham, is flourishing, and is one of the best in the county. A road is being opened from the south-west to the settlements on Grand Lake, which will open the intermediate country for settlement.

Agriculture.—The great body of the land of this county is, at present, unfit for agricultural operations: still, there are some small tracts of second class soil, and about 400,000 acres of third-rate quality. Most of this is to be found up the rivers and streams, where there is a considerable quantity still ungranted, and along the sea shore. As roads are being gradually opened, these tracts will well repay the industrious settler; and a large number of additional families might be located in these situations with comfort and dispatch. Many of the old farms, too, would be better if divided, as in this county, as in other sections of the Province they are generally

too large for advantageous cultivation ; and thus a fresh stimulus would be given to the pursuits of the farmer. Notwithstanding the general character of the soil, however, it has been ascertained, by repeated examples, that those who have confined themselves to their farms have lived much more comfortably than those who have followed lumbering and fishing, or have united the three objects. Numerous instances could be adduced of parties having commenced on new farms, and having attained comparative ease, being tempted, by the fluctuating wages of the lumber contractor, to abandon their farm—a step which has too often resulted in its loss, and their consequent deprivation of a home ; the same persons after spending years of the best portions of their lives in the lumber woods have sometimes returned to the abandoned and virtually lost homestead ; have repaired the dilapidated buildings -- have reclaimed the fields from the encroachments of the forest, and, by the exertion of unremitting industry, have notwithstanding the accumulation of interest and its *compounds*, even paid their debts and rescued the farm from the iron grasp of the capitalist. Nor are cases wanting of some who, spite of the maxim that “a burnt child dreads the fire,” have even repeated this game, and have been able by attention to the cultivation of the soil, a second time to regain their property, thus twice lost, and ultimately to leave it to their families to enjoy.

Within the last three years, agricultural pursuits have received a fresh stimulus in this county partly on account of the lumber becoming scarce along the margins of the streams, and partly in consequence of the attention of the inhabitants being more directly called to this subject, by the establishment of an agricultural society. In the report of this society for 1851-2, are the following pithy remarks relating to the subject we have just been discussing which, though here confined to this county, are equally applicable to the Province at large. The passage in question runs thus : “The fact is, that our farmers (so called) never before looked upon farming as their sole occupation, or that by which they were to sustain themselves or their families. There were few of us who could be properly denominated farmers ; for, although located on lands known as our properties, farming was esteemed by most of us as only a *secondary* consideration. Some were *fishing* farmers, some were *lumbering* farmers, and even *stevadore*,* *logging*, or *hired-out* farmers ; but very few were really and truly farmers, and that only. Experience, however, has at length taught us that the real farmer is a man whose habits, tastes and duties are so widely different from the habits, tastes and duties of the fisherman, lumberman, or stevadore, that to couple his business with either of these occupations, is to profit by neither of them.”

The reports of this Society show the weight of various kinds of grain, exhibited at the annual Meeting, to be as follows :

Wheat	from 64 to 67 pounds per bushel,
Oats	“ 44 to 49 “ “
Barley	“ 54 to 56 “ “
Timothy Seed	46 to — “ “

These weights prove the grain producing capabilities of the county, which are not exceeded either by the United States or Canada.

A reference to the Napan Settlement, already noticed, is a sufficient proof

* *Stevadore*, one whose business it is to regulate the placing of timber or lumber in ships.

of the advantageous results invariably flowing from agricultural pursuits over any others. The inhabitants of this district have adhered but to one calling, agriculture, and they live comfortably, and are in independant circumstances; though this section, together with other parts of the county, have recently suffered much from drought, and the failure of the potatoe crop. We have not witnessed, in any part of the Province, so much attention paid to the preparation of compost, as in this county; evidently shewing that *any kind of farming* is giving place to scientific agriculture.

Minerals.—This county is within the coal district of the Province, and although its outcrop has been discovered in some places on the Miramichi river, yet no attempt has been made even to ascertain its extent. The only limestone burnt is that brought by timber ships as ballast, and it is not known that there is any to be found in the county. Indeed mineral substances of any kind, useful in commercial operations, are said not to consist in this neighborhood, or it might rather more properly be inferred that, in the absence of any proper exploration, the particular localities in which they do exist are not known; for there is no district in the Province of half this size, that does not contain some useful mineral substance.

Commerce.—The principal articles of export are lumber, timber, fish, and ships. The timber growing character of the county, and the facilities afforded for its conveyance and manufacture by its numerous and extensive streams, have rendered it the scene of extensive operations of this nature. The great quantity of lumber annually manufactured within the county, could not be inferred, merely from the number of saw mills it contained in 1851, being only eighteen, which, however, have much increased since that time, but from the fact that over the half of this number are driven by steam power, and the principal part of the remainder by powerful water wheels. Hence the mills erected on small streams have for years been giving way to others capable of greater usefulness, which will account for the diminution in the number both of saw and grist mills, shewn in the tables of comparison.

Large pine, out of which square timber is manufactured, is yearly becoming more scarce and difficult to procure; and thence arises the increase in the production of sawed lumber, such as deals, battens, boards, lathe-wood, &c.

Ship-building is also a very important branch of industry; the number of vessels built in this county during 1854, amounted to eleven, averaging one thousand tons each.

Fisheries.—The varieties of fish, and the facilities for procuring and marketing them, are the same with those enjoyed in common by all the Gulf counties. The salmon fishery of the Miramichi, which at no distant period of the history of the Country was so abundant, is beginning to be considered a matter of history only; these fish have been taken with so little regard to season, and their places of resort have been so disturbed, that very few, comparatively speaking, are now taken at all. Stream driving, the letting loose the saw-dust, and other disturbing influences, arising out of lumbering operations, are destructive to all river fisheries, but more especially to the salmon, the haunts of which require to be protected from such annoyances.

A Society has within the last two years been organized in this county, called "The Miramichi Fishing Society," the object of which is declared to be "to promote the extension of the river and gulf fisheries, to improve

the modes of catching, curing, barrelling, and inspecting fish, to procure and publish information respecting the fisheries in other counties, and in every other judicious way to foster and encourage this branch of trade." (page 10 of its second report.) This Society has done much good already by granting premiums on the catching and curing herring, mackarel, cod, and other fish; besides the distribution of the reports, which contain information on this subject well worthy of public attention.

There were exported from this port in 1853, pickled Salmon, 396 barrels; Basse, 113 bbls.; Shad, 45 bbls.; Herrings, 3,728 bbls.; Alewives, 7,130 bbls.; Eels, 20 bbls.; Oysters, 200 bbls.; Mackarel, 167 bbls.; preserved Salmon, 162,500 pounds, and 29,000 pounds of preserved Lobsters.

<i>Port of Miramichi.</i> —Value of imports in 1852,		£74,665
“	exports “	60,962
“ imports in 1853,		£117,750
“	exports “	78,778
Increase in imports		£43,085
“	exports	£17,816

The amount of revenue collected at this port on both imports and exports, up to the end of November, 1854, was £11,826.

The harbors of the northern side of the Province being closed by ice for about five months in every year, while those on the southern are open to all seasons, except the mouths of the tidal streams, which are only closed for about two months, gives to the ports of the Bay of Fundy, a decided advantage with regard to commerce.

Mails, and other means of transit.—Besides a communication by telegraph to all the principal places in the adjacent Provinces, and the States, there are three mails per week from Chatham to Restigouche, Fredericton, the Bend, Saint John, and from thence to all parts of the surrounding Colonies and the United States.

The Port of Miramichi also, a good harbor, with eighteen feet of water in the shallowest part, and situate near the centre of the northern coast of the Province, affords every facility for water communication, not only with the other British North American Colonies, and the United States, but with the ports of Europe; hence arises its eligibility for the disembarkation of such immigrants as may be desirous of settling on the rich lands of Kent or Restigouche, or indeed in other sections of the Province. The Legislature has, 1853, granted £60 per annum for five years, to encourage a steamboat to ply regularly, during the summer season, between the towns of Chatham and Newcastle; also legislative encouragement is given towards running a Packet between Chatham, Bedeque and Charlottetown, P. E. Island.

Education.—This subject has received a fresh impetus within the last two years:

In 1853, there were attending parish schools,	2,304 pupils.
“ 1851, “ “ “	1,942 “

Shewing an increase in two years of 362 “

This increase, though not to be compared to that of some of the other counties, exceeds that in several of them, it is larger in proportion to its population, than that of the city and county of St. John. The inhabitants of this county are principally English, Scotch and Irish, and their descendants.

1851.—Population and other Statistics of the County of Northumberland.

	Parishes.										Totals.
	Alnwick.	Blackville.	Blisfield.	Chatham.	Glenglg.	Ludlow.	Nelson.	Newcastle.	Northesk.		
Inhabitants,	1,603	1,328	528	3,363	1,967	512	1,816	2,454	1,493		15,064
Families,	202	206	81	585	281	81	269	390	178		2,282
Children at school,*	118	51	43	563	282	80	288	452	169		2,016
School houses,	4	9	2	12	9	3	8	12	5		64
Births,	44	48	19	122	52	26	37	62	40		450
Deaths,	9	29	3	50	4	16	10	14	30		165
Sick and infirm,	12	20	4	26	14	4	34	25	12		151
Agriculture, persons employed in	194	186	75	142	249	68	290	152	161		1,517
Places of worship,	5	4	1	6	5	1	4	3	3		32
Saw mills,	1	2	0	2	1	4	1	3	4		18
Grist mills,	1	1	3	1	2	1	2	1	1		13
Acres of land cleared,	3,027	2,522	1,538	4,494	5,122	1,950	3,400	3,934	4,174		30,221
Tons of hay,	1,375	1,751	961	1,854	2,015	857	1,614	1,292	2,431		14,150
Bushels of wheat,	3,875	2,266	1,434	6,115	4,902	921	2,670	5,379	3,292		30,854
“ “ rley,	985	361	55	498	1,319	128	381	784	313		4,824
“ “ oats,	13,450	11,952	6,906	18,400	18,289	5,900	13,944	18,453	13,072		120,366
“ “ buckwheat,	188	1,178	2,234	391	132	2,074	519	519	1,048		8,339
“ “ Indian corn,	17	924	230	34	41	383	106	1	260		1,296
“ “ potatoes,	42,534	29,668	13,531	38,661	56,511	8,531	32,055	41,832	26,033		259,436
“ “ peas and beans,											3,855
“ “ turnips & other roots,											54,992

*The children attending grammar schools are also included.

Comparison.

Population,	{ 1851, 15,064	{	Increase in 11 years,	444.
	{ 1840, 14,620	{		
Families,	{ 1851, 2,282	{	" "	0.
	{ 1840, 2,282	{		
Inhabited houses,	{ 1851, 2,116	{	" "	79.
	{ 1840, 2,037	{		
Places of worship,	{ 1851, 32	{	" "	6.
	{ 1840, 26	{		
Grist mills,	{ 1851, 13	{	Decrease	" 5.
	{ 1840, 18	{		
Saw mills,	{ 1851, 18	{	" "	15.
	{ 1840, 33	{		
Land cleared,	{ 1851, 30,221	{	Increase	" 4,898.
	{ 1840, 25,323	{		
Horses,	{ 1851, 1,628	{	" "	86.
	{ 1840, 1,542	{		
Neat Cattle,	{ 1851, 8,868	{	" "	2,865.
	{ 1840, 6,003	{		
Sheep,	{ 1851, 10,602	{	" "	1,765.
	{ 1840, 8,837	{		
Swine,	{ 1851, 3,397	{	Decrease	" 2,728.
	{ 1840, 6,125	{		

Passing Observations.—In entering the Miramichi Bay at Point Escuminac Light House, we pass Fox, Portage, Egg, Vin, and other islands, with which this harbor is beautifully studded, and Vin River, where stood the French Village of 1673, Black and Napan rivers, and their line of settlements and villages on the west, and Burnt Church and Bartibog rivers, with a similar extent of settlements stretching out in the distance, on the east. The latter river calls to mind the circumstance of its having been once the site of an Indian Convention in 1777 or 1778, at which it was determined to destroy William Davidson, who is said to have been the first British Settler in the county, with the few who had afterwards joined him, but which was fortunately prevented by the timely arrival of the *Viper* Sloop of War. Ascending from the Middle island, on which philanthropy has built an asylum for those of our race who are afflicted by a foreign contagion, we pass Chatham, Douglas town, Newcastle, and the train of settlements that line both sides of the river, with ships building and loading. On reaching Beaubere's Island and Point, so called in memory of Pierre Beaubere, the French commander of that place, we pass Faucet's Point, and Fort Cove, whereon, as well as on this island, formerly stood French Forts and arsenals, while on Beaubere Point was a town containing two hundred houses. Here too we review, retrospectively the many scores of years that have elapsed since those pioneers of our country, whose labors and improvements, population, supporting and country defending, are now left in history's keeping; and we can scarcely avoid comparing the Miramichi of ancient Acadia, a comparative wilderness, principally under the dominion of the redman of the forest, whose race is now nearly extinct, with the Miramichi of New Brunswick, possessing a long line of thriving settlements, scattered over upwards of seventy miles on each side of its noble river, with its agriculture, commerce, schools and churches, over the whole of which now reign peace, order and tranquility and which afford ample supplies of food both for man and beast.

COUNTY OF KENT.

"The county of Kent, bounded north by Northumberland; south by Queen's, and the line run true west, by Deputy Palmer, in the year 1841, from the north end of Shediac Island, and east by the Gulf of St. Lawrence, including all the islands adjacent thereto."

Navigation and Rivers.—This County has a sea coast of 60 miles, and about 25 miles of river navigation, the latter accessible to vessels of from 100 to 150 tons; it is also traversed by numerous streams, among which the principal are the Cocagne, Little and Big Buctouche, Richibucto, Aldouin, Kouchibouguacis, and Kouchibouquac rivers. At the entrance of the Cocagne, the two Buctouche's and the Richibucto, are good harbors which large vessels can enter, passing over the bars with a considerable portion of their cargoes; here we may again observe that all the harbors on the north eastern coast are obstructed by sand bars, driven in by storms, which form serious impediments to the inland navigation of this valuable section of the Province; however, the removal of these bars is now under the consideration of the Provincial Government; and, should it be effected, the future commerce of the Gulf harbors will possess an important and decided advantage.

The Cocagne and Big Buctouche take their rise in Westmoreland county, and are navigable for rafts and boats, the former twenty-five and the latter for upwards of thirty miles, for ten of which it is capable of receiving Steam-boats. The Richibucto is navigable for river steamers and for rafts and boats for upwards of forty miles from its mouth; it has numerous tributories deep enough for rafts for a considerable distance. The other streams extend from fifteen to twenty-five miles towards the interior of the county.

Subdivisions.—The county of Kent contains an area of 1,026,400 acres, 640,002 of which are still vacant; out of the whole, 35,496 acres had been cleared, in 1851; it consists of seven parishes, viz: the seaboard beginning at the Westmoreland line, is divided into four, Dundas, Wellington, Richibucto, and Carlton; the parish of Weldford lies at the back of Richibucto, and all bound on one common rear line; the two remaining parishes being Harcourt in the southern, and Huskisson in the northern part of the county.

Roads and Settlements.—The post road leading from Shediac passes near the frontier of the county in a north-east direction; this line of road is densely settled from Shediac to Cocagne, and from thence to Buctouche, at both which places villages are springing up, where the business of the surrounding country is being concentrated. From Buctouche to Richibucto, the county town, the land is not so well settled on the road, but at a short distance both to the westward and eastward, settlements are compact; from thence to the county of Northumberland, the land is poor and meagre, and not inhabited except on the streams, where there are some thriving settlements; along the seaboard also, in the direction of Point Escuminac Lighthouse, the land is generally settled.

The Town of *Richibucto*, formerly called Liverpool, is situate at the head of the harbor of the same name, and on a flat ascending almost imperceptibly from the front. Its streets are of good width, and laid out nearly at right angles to each other, the principal running nearly parallel to the harbor; the town is about three quarters of a mile in length, and contains, besides the public buildings of the county, a telegraph office, Town Hall, two places of Worship, Grammar School, two shipyards and a steam saw mill, with some very neat stores and private cottages.

On the south bank of the mouth of the Richibucto river, and three miles from the town, stands the village of Zingston; the streets of which are systematically laid out. It contains a Town Hall, two places of worship, a post office, steam saw mill, and two shipyards, at which, as well as at those of Richibucto, large class vessels are built, to the average amount of from four to six thousand tons per year; and on a point of land about half way between these two places, there is a hospital for sick and disabled seamen. The land immediately round these towns is poor, and not capable of repaying the labors of the agriculturist.

Roads and settlements extend up both sides of the Cocagne for ten miles, along the little Buetouche for five miles, and on both banks of the big Buetouche as far as the Maclocklan Road, a distance of fifteen miles. The Richibucto River is also settled on both sides, for thirty miles, in the direction of the Beckwith road; and the Galway, a thriving settlement, extends from this river, southerly, nearly parallel with, and about a mile, from the post road. The settlements on the Aldouin and the rivers lying between Richibucto and Northumberland, do not reach far beyond the post road, the land generally not being so good as that on the other rivers we have described.

The best land on the post road is that on the frontier of the county, between Shediac and Richibucto; though for agricultural purposes, it is not equal to that on the Richibucto, Buetouche, and Cocagne rivers. The soil is of a light dry substance, and by no means good land; yet it produces fair crops of wheat, oats, barley, and potatoes, requiring, however, large supplies of manure to render it productive. From its extensive seaboard and numerous rivers, as well as from some upland deposits of alluvial matter to be found between the undulating hills, there are good facilities for mixing the upland and sea alluvium, and thereby forming an excellent compost, which would render the arable lands far more productive, without the necessity of keeping a large stock for that purpose.

Between the Bend of the Petiteouadiac, in Westmoreland, and the head of the Kouchibouguacis river, there is the best land in this county; a road was projected, about twenty-seven years ago, from the Bend to the Richibucto river, a distance of about thirty miles; this road was opened by Col. Cockburn, and was called the Maclocklan road, from the name of the Surveyor who ran the line. Townships were laid off for the purpose of being colonized from the mother country; but after bridges had been thrown over the Cocagne and both branches of the Big Buetouche, and the road had been rendered passable, the whole project failed, in consequence of deaths, and other adverses on the part of some of its projectors. Thus this rich tract of country lay unlocated until the year 1852, when the writer, under the direction of the Surveyor General of the Province, laid out three townships, each being five miles square, and containing one hundred lots, of one fourth of a mile in breadth, and one mile in length, thus forming a farm of 160 acres. These Townships are designated as the North, South, and Middle Townships, and are on each side of the Maclocklan road; a large portion of the land is highly adapted for settlement, and there are ninety lots on the main roads fit for farms: at every two miles, through the Townships, cross roads are laid out, running towards the east and meeting the roads leading westerly from the frontier settlements at Shediac, Cocagne, Buetouche, and Richibucto. Those lots not fronting on the Maclocklan road

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are bounded on these cross roads, so that a proper system has been pursued with reference both to the location of the roads and lands, which the local Surveyor of the district, Robert Douglas, Esq., is carefully observing in the location of all lands to the eastward; and the result will be that as this part of the county becomes cleared and farmed, it will present the best located settlement of its extent in this Province. The cross roads may in future be prolonged westwardly from these townships towards the settlements on the Salmon river; which will open up one of the best and most extensive districts of good land to be found between Sussex Vale in King's, and Bathurst in the County of Gloucester. As an illustration of the character of the soil of these townships, the writer, in making the survey, noted about 250 lots fit for cultivation, out of 300, the whole number contained in the three townships.

Since this survey was made about one seventh part of the tillageable lots have been granted, thus leaving upwards of 200 lots still disposable.

From the point of intersection of the Maclocklan road and the Richibucto river, there are two roads branching off westwardly; one leading to Fredericton about 80 miles, called the Beekwith road, on which there are a number of lots located, and where fifty or sixty families could be settled on good land, the other, known as the Harley road, running from nearly the same point, to the settlement, on the Salmon river at the head of the Grand Lake, a distance of forty miles, but some of the land on this road is not so well calculated for settlement. From the head of steam navigation on the Richibucto to the head of steam navigation on the Salmon river, (which empties itself into the river Saint John) it is only forty-two miles; so that the mails and passengers from the northern part of the Province could be transported by this route, during the summer, in less time, with less expence, and certainly with more ease and comfort to the passengers, than by the present coach route; and the level nature of the country may be inferred from the fact that the head waters of these opposite rivers are on this line, not more than three miles apart.

If the Maclocklan road were produced, in a parallel direction to the post road, to Douglas Town, and thence to Newcastle on the Miramichi river, a vast tract of good land would be opened for settlement; and this extension would not only save twenty miles of stage coach travelling between Saint John and Newcastle, which would amount to one hundred and twenty miles in a week, or 6,240 miles a year, no inconsiderable item, but would also pass through a district of which upwards of forty miles is highly calculated for agricultural operations. Besides these advantages, in consequence of the great extent of bridging required near the sea coast, it would not require more than one fourth of the expenditure on the present road to keep it in repair.

As regards land for settlement, both in respect to extent and quality, there is no part of the Province, from Restigouche, following its eastern and southern boundary, to the borders of Maine, that presents such excellent facilities. Here is a tract of land, extending through a portion of the more northerly parts of Westmoreland, and thence northwards almost to Northumberland, containing about 380,000 acres, the principal part of which is highly calculated for agriculture, and will well repay the industrious farmer. Three thousand families would find farms here, in addition to those already located. The soil is generally different from that towards the frontier (which is light and stony), being interspersed with many spots of alluvial deposits.

Commerce.—From the extensive sea board and internal water communications of this county, it possesses every requisite to become a thriving commercial district; inasmuch as, besides these advantages, its coasts and rivers abound with all the varieties of fish, found in the straits of Northumberland, and its wilderness is stored with abundance of timber for shipbuilding and exportation. In addition to the two steam saw mills at Richibucto there are two others at Buctouche, besides which, there were in 1851, no less than 29 water mills for the manufacture of lumber.

There are excellent facilities for shipbuilding at Cocagne, Buctouche, and Richibucto; and it was formerly carried on at each of these places to a considerable extent; but recently this branch of industry has been pursued with avidity, only at the last named port, where large class ships have been built for the British and other markets. A communication from that place is kept up, during the summer months, by steam boat with Prince Edward Island and Shediac, and by sailing vessels with all the other sea ports on these coasts.

Though there is every opportunity for fisheries, yet there are no regular fishing establishments on the coast of this county; the inhabitants take a few for their own use, and let the rest go to sea again; and the only business of any importance done in this respect is in the taking of oysters; several cargoes of which have been sent from Buctouche, and other parts of the coast, up the St. Lawrence to ports in Canada, where Buctouche oysters are held in high and deserved estimation. The markets of Saint John and Halifax have also received supplies of this invaluable fish from the same source.

On the completion of the European and North American Railway, this article, independent of the other fisheries, will form a very important item of railway traffic; as two or three hours sail will land them at the Shediac Depot, from whence they may be transported to Halifax, Saint John, Canada and the United States.

Minerals — Although this county is within the coal region of the Province, yet coal is known to exist only in two or three places, where the outcropping has been discovered, and a few chaldrons have been raised for domestic purposes. Boring operations have recently been resorted to in different localities, but no vein of sufficient thickness to warrant its being worked has yet been discovered.

Agriculture.—In consequence of the abundance of lumber in this county, and the ease with which, from the numerous water communications, it can be procured and brought to the place of manufacture and shipment, the body of the inhabitants have, until recently, devoted a large portion of their attention to this pursuit, and have divided the remainder between farming, fishing, and shipbuilding, together with some few other objects. And add to this, the poorest land in the county is farmed, while the rich arable land in the vicinity of the Maclocklan road is abandoned to the lumbermen, who first cull the timber, and then leave to the hand of nature those rich alluvial lands, which, if cultivated, would raise them above the fluctuations incident to this pursuit, and place them and their families on a more permanent footing, both as regards the requirements to support life, and in the moral and intellectual education of their children. In making these observations, we must not be understood as recommending the abandonment of lumbering, or that it is necessary that want and vice should accompany its pursuits; on the contrary, we advise that those who follow lumbering as the principal part of their

support, should do so efficiently, and not spoil their farming by a mixture of the two; let them also establish better order in their camps, and endeavor, in place of rushing into the degradations of vice, to adopt proper rules for its suppression for the improvement of their minds—and the introduction of moral and religious culture.

Races.—About one third of the inhabitants of this county are descendants of the Acadian French, and the remainder are principally composed of persons from the mother country and their offspring.

Education.—The number of pupils who attended parish schools, in 1851, was 898; and in 1853 there were 1,169; shewing a difference of 271 pupils in two years. This is a large increase considering that a large portion of the inhabitants are French, who have not, until very recently, paid much attention to the acquisition of knowledge.

1851.—*Population, and other Statistics of the County of Kent.*

	Parishes.*						Totals.
	Richibucto.	Weldford.	Carlton.	Wellington.	Dundas.	Harcourt.	
Inhabitants,	3,060	1,816	2,023	2,528	1,941	42	11,410
Families,	469	275	291	385	308	11	1,739
Children at school,	330	230	151	133	99		943
School houses,	9	9	7	7	7		39
Births,	73	30	68	89	82	3	345
Deaths,	19	12	30	14	22		97
Sick and infirm,	23	21	34	9	11		98
Agriculturists,	249	214	267	583	450	7	1,770
Places of worship,	6	5	4	2	4		21
Saw mills,	4	6	6	10	3		29
Grist mills,	3	3	2	3	2		13
Acres of land cleared,	8,776	7,347	6,223	7,963	5,068	119	35,493
Tons of hay,	1,815	1,500	2,438	1,424	848	42	8,067
Bushels of Wheat,	6,818	3,197	5,394	4,874	4,961	12	25,256
“ Barley,	752	710	796	1,162	945	10	4,375
“ Oats,	20,174	23,764	17,632	20,516	16,722	212	99,120
“ Buckwheat,	1,166	1,864	765	4,242	3,246	94	11,377
“ Indian corn,	367	110	395	1,109	1,245		3,226
“ Potatoes,	97,591	41,577	75,713	87,387	62,311	1,040	365,319

*The statistics for the parish of Huskisson are included in those of the adjoining parishes.

Comparison.

Population,	{	1851, 11,410	}	Increase in 11 years, 3,933.
	{	1840, 7,477	}	
Families,	{	1851, 1,739	}	“ “ 551.
	{	1840, 1,188	}	
Inhabited houses,	{	1851, 1,607	}	“ “ 467.
	{	1840, 1,140	}	
Places of worship,	{	1851, 21	}	“ “ 3.
	{	1840, 18	}	
Grist mills,	{	1851, 13	}	“ “ 9.
	{	1840, 13	}	

Saw mills,	{	1851,	29	}	Decrease in 11 years,	2.
		1840,	31	}		
Land cleared,	{	1851,	35,496	}	Increase	15,083.
		1840,	20,413	}		
Horses,	{	1851,	1,507	}	"	626.
		1840,	881	}		
Next cattle,	{	1851,	5,402	}	"	1,823.
		1840,	3,579	}		
Sheep,	{	1851,	9,692	}	"	3,008.
		1840,	6,684	}		
Swine,	{	1851,	5,859	}	"	936.
		1840,	4,923	}		

COUNTY OF WESTMORELAND.

Boundaries.—"The county of Westmoreland, bounded north by Kent, and the Gulf of St. Lawrence, west by King's and Queen's, and the river Petitcouadiac; south by Bay Verte, the Province of Nova Scotia, Cumberland Basin, the river Petitcouadiac, and the line run south 20 degrees west, nine miles and west nine and one half miles by Deputy Wilmot, in the year of Our Lord One Thousand Eight Hundred and Forty-six, from near the mouth of Coverdale river; including Shediac, and all the other adjacent islands."

Agriculture and general description.—In an agricultural point of view, this county is capable of being made one of the richest in the Province. Its high lands contain large tracts of alluvial lands, but its peculiarity consists in the extent of dyked marsh land, which requires a more particular notice; with few exceptions indeed, the whole county is well adapted for the farmer and an influx of 500 families could be located on its lands with ease and expedition. Indeed, if all the unsettled lands were divided into lots of from 80 to 100 acres, a sufficient quantity for any new settler, six times that number could be advantageously settled; and we are hardly over-rating the agricultural capabilities of the county in asserting that if well farmed, it is capable of supporting a quarter of a million of people. Besides being intersected by rivers and streams, of which 60 miles are navigable for vessels of from 100 to 150 tons, this county possesses a sea board of 55 miles on the straits of Northumberland and Bay Verte, and of 25 miles on the Cumberland Basin, making a total of 80 miles, 70 of which is settled and fit for cultivation.

The area of the county is 878,440 acres, of which 577,440 are granted, leaving 301,000 still at the disposal of the Government; the principal part of the ungranted land lies to the north-westward of the road leading from Shediac to Saint John, a large portion of which is highly calculated for settlement. There are about 100,000 acres of cleared land, leaving 778,440 acres of the entire area still in an unimproved state. It is estimated that about one fourth of the county is unfit for profitable cultivation; so that there are nearly 600,000 acres well fitted for tillage.

Marsh.—The marshes skirting the head waters of the Bay of Fundy, are very extensive and fertile; the tract known as the Tantramar Marsh is nearly nine miles in length, and averaging four in width; it is traversed by a river of the same name, and also by the Au Lac; these streams have numerous affluents, up which arms of the marsh extend. This is the largest deposit of marine alluvium in North America, and is designated by Professor Johnston as "No. 1, or first rate quality."

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Another tract of similar quality, extends from the head of the Bay, up the river Missiquash, averaging ten miles in length by one in breadth; as this stream is the dividing line between the Provinces of Nova Scotia and New Brunswick, only about one half of this tract is within the limits of the latter Province.

In the County of Cumberland, in Nova Scotia, and about two miles from the Missiquash, another river flows into the Bay of Fundy, called the La Planche, on which there is a tract of marsh averaging one and a half by six miles in extent; and in addition to these extensive blocks there are others of less area, bordering on the Napan, Macan, and Hebert rivers, all in the county of Cumberland.

For the distance of about twenty miles round the shore of the head of the Bay, dykes have been erected to prevent the marshes from being overflowed at high water, and the mouths of the rivers are generally crossed by aboideaus, and also bordered by dykes, which exclude the tidal waters; still there are large quantities of alluvial lands near the heads of these rivers, which, although reclaimed from the sea, consist of bogs and shallow lakes, not yet converted into what is locally called "marsh." The lands skirting the bays having received a larger portion of the muddy sediment here held in solution by the sea water, have become more elevated than these parts near the heads of the rivers, but still, owing to the great rise and fall of the tides, not sufficiently so to prevent the drainage of the lakes and bogs into the bays at low water. This is effected by digging canals or large ditches from the shores to the lakes to be drained, with embankments on each side to prevent the intermediate marsh land from being overflowed, and sluices at the mouth, permitting the egress of the fresh water during the ebb, but preventing its return with the flood tide. When the bed of the lake is sufficiently drained, this sluice is removed, and the sea water depositing its enriching sediment, to the extent, frequently, of half an inch, and upwards, every twenty-four hours, much valuable marsh is speedily formed.

The soil of the marsh land immediately bordering on the bay and the lower part of the rivers, is a deposit of marine alluvium, composed, in a great measure, of a fine silicious matter, and is called red marsh. Other lands more remote are more clayey, and are termed blue marsh; while that adjoining the upland and near the sources of the streams is of a loose and earthy quality. There are also large quantities of similar marsh land, of the best quality, skirting both sides of the Petitcoudiac and Memramcook rivers.

The marshes bordering on the Straits of Northumberland are of a different description of soil from those of the Bay of Fundy; they are composed of a mixture of upland and marine alluvium—that from the upland being generally light; and the waters of the Gulf not containing much sediment, it follows that this soil is also light and highly saline. It produces, in its natural state, a kind of hay called "salt hay," which is eagerly sought for both by cattle and sheep. When dyked, however, this land yields equally as great burthens of *broad-leaf* as that adjoining the Bay of Fundy; though it is one of its characteristics, owing, probably, to its light and porous nature, as well as to its being constantly and strongly impregnated with salt, that it cannot easily be made to produce the clover and timothy grass which is so luxuriant on what is termed English marsh, the quantity of which is rapidly increasing on the Bay of Fundy.

The area and value of these marshes may be stated as follows:

In the parishes of Sackville and Westmoreland, at the head of the Bay, there are, producing hay and grain, 14,000 acres.		
And partially productive only, about	16,000	“
Making a total of	30,000	“
Which may be valued at		£200,000
In other parts of the county, of diked marsh, Worth, probably, about	5,000	“
And of marsh only partially productive, Of the value of	5,000	“
		£15,000
Thus the entire quantity of alluvial land, of this description, in the county of Westmoreland, is 40,000 acres, amounting, in gross value, to £255,000.		
There are also at the head of the same Bay, but on the Nova Scotia side of the boundary, tracts productive of hay and grain to the extent of	12,000 acres.	
Partially productive,	8,000	“
Making together,	20,000	“
Which may be worth about		£110,000

Thus we see that there are around the head waters of the Bay of Fundy 26,000 acres of the best quality, and which produce annually, upon an average, from one and a half to two tons of hay to the acre. Some of this marsh land has been yielding hay for upwards of sixty years, without manure or any other appliances. How much longer it may continue to do so, without having its fertility renewed by the waters of the Bay of Fundy, the original source of its productiveness, or some other appliance, is a question which time alone can decide. The soil, at the present time, in many places, has become much exhausted, and does not produce so much, either in quality or quantity, as it did twenty years ago. It is true that the saline properties of the water would temporarily destroy the vegetation, but there can be no doubt that the sediment it would leave behind would renew the soil, and impart to it an invaluable richness.

In consequence of the proximity of many of the settlements in this county to these rich marshes, the farmers, in general, have, until very recently, depended on these sources for the principal part of their supply of hay, instead of raising it from the upland alluvial, with which almost every farm abounds; this has tended to render the raising of stock, in the more remote settlements, less remunerative than it otherwise would have been; and thus it has happened that almost all the hay produced in the county in 1851, nearly 34,000 tons, was raised on the marsh lands.

Roads.—The whole external portion of this county is belted with good roads. The high road from Halifax to Saint John passes through it, by way of Sackville, Dorchester, and the Bend. The roads from the Bend to Shediac, from thence to Bay Verte and to Sackville, joining the great road there, are also good mail roads, and they are almost all well settled. From these main arteries, cross roads diverge, in all directions, to new settlements, besides many new ones in course of construction. Thus the whole county, with the exception of that part of it bordering on the county of Kent, into which roads are now penetrating, is literally a net-work of roads and streams.

Minerals.—The principal minerals, whose existence is as yet known in this county, are coal, gypsum and limestone.

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The outcrops of coal have been discovered at Belleveaux village and Dorchester, and on the banks of the Memramcook, Scadoue, Shemogue, and Tedish rivers, as well as in various other parts of the county; but to what extent in any of these places, has not yet been ascertained, as very little has been raised.

Gypsum and limestone have been found on the Petitecoudiac river, near the King's county line.

Grindstone exists in abundance on the Scadoue river, where a factory has been in actual operation for some years. An excellent quality of the same description of stone has also been discovered on the Bay of Fundy, and in other parts of the county, in most of which facilities present themselves for the erection of water power machinery. There is a large body of freestone between the Petitecoudiac and the Memramcook rivers, to quarry which an incorporated company has recently been established.

Fisheries.—The shad fishery of the Bay of Fundy, and Cumberland Basin, and the herring, cod, mackarel, and gaspercaux fisheries of the Northumberland Straits, must yet afford profitable employment to a large population; these fisheries are all in reality of vast importance, not only on account of the great quantities of fish that might be taken, but of the great advantages afforded by the harbors and rivers, as well as the facilities presented by the geographical position of the county, for marketing these productions of the deep.

Shipbuilding is being carried on with much spirit in this county; there were built in 1854, twenty vessels, the united tonnage of which amount to 16,800 tons' burthen—the smallest being of 260 and the largest of 1400 tons. These vessels were constructed after the most approved models, and all principally of the best material—hacmatac; they would therefore class high. This branch of business may continue to be pursued at the Bend, Dorchester, Sackville, Bay Verte, Shediac, and other places, where abundance of timber can be procured, for many years to come.

Thus we see that this county, from its geographical position, its agricultural capabilities, its mineral resources, and its extensive internal and external waters, abounding in every variety of fish found on the American coasts, possesses every requisite for advancement in commerce, and in every other branch of industry.

Races.—About two thirds of this county is inhabited by English, Scotch, and Irish, and their offspring; the remaining third is peopled by the descendants of the Acadian French.

Education.—The county of Westmoreland, in 1851, had 85 schools, attended by 1866 pupils, besides eighteen who attended a grammar school. Between this period and the end of 1853, the number of schools has increased to 95, and that of the scholars, to 2,967, exclusive of those who attend the Sackville Academy and other institutions of that nature, which was considerable; thus shewing an increase in two years of 1101 pupils. The school attendance of this county, with 17,816 inhabitants, at the period last referred to, was greater than that of any other county in the Province, even the county of Saint John, which, with more than double the population of Westmoreland, only sent 2,869. Thus it may fairly be inferred that all classes of the inhabitants of this county participate in and are sensible of the advantages of education.

The Academy at Sackville has been in operation for ten years, and a female Academy was opened at the same place in 1854. The attendance of

pupils at these two institutions, at present, exceeds 200, and they are still on the increase. There are schools of a higher order at the Bend, Shediac, at Westmoreland at the head of the Bay of Fundy, and at Amherst in Nova Scotia; thus affording the rising generation of this county the amplest means for every species of instruction.

Sub-divisions.—This county is subdivided into seven parishes, namely, the Parish of Dorchester, which is the shire town of the county, situate on the eastern side of the Petitecouadiac, below the Bend; Sackville, which lies northward of Cumberland Basin; the parish of Westmoreland, running along the Nova Scotia boundary; Botsford, the most easterly part of the Province, extending from Bay Verte and Cape Tormentine to the Aboussagon river; Shediac lying around the harbor of that name; and Monkton, and Salisbury, which lie between the parish of Shediac and King's County line; the latter being the most westerly parish in the county.

In the following description the reader is presented with the peculiarities of each parish in detail.

Parish of Dorchester.—The village of this name is situate near the southern end of the Parish, and contains the Court House, Probate and Record Offices, Post Office, Telegraph station, and other public buildings and offices, with a number of neat private edifices. The land is dry and gravelly, and when improved is very productive. On both sides of the Memramcook, or Dorchester river, which runs northerly through the parish, and on which there are extensive tracts of dyked marsh of the best quality, the upland is densely settled. It is a good agricultural district, and yields large quantities of the usual productions of the Province.

Shipbuilding is carried on near the town, where a steam mill is erected.

Sackville.—This rich and flourishing parish was granted under the great seal of Nova Scotia, previous to New Brunswick being constituted a separate Province, in *rights* (as they were called) of 500 acres each; each right contained different allotments of marsh and upland, and by far the greatest part of the Tantramar marsh is within the limits of this parish, and was thus granted. A considerable extent of the land between Sackville and Dorchester, especially in the direction of the post road from Saint John to Halifax, is entirely unfit for settlement; there is also a portion of the northerly part of the parish liable to the same objection. Still there is a very extensive tract of good land capable of cultivation, extending for several miles to the westward of the Tantramar marsh, a large portion of which is under a high state of cultivation.

At Cape Maranguin there are large quantities of grindstones shipped to the United States; and ship building is carried on to a considerable extent at the entrance of the Tantramar river, where a steam saw mill has been recently erected. Vessels can enter the mouth of the Tantramar, and the other rivers at the head of this bay, during the whole year, with the exception of about ten weeks in the depth of winter.

The two Academies already noticed, the buildings, together with other edifices connected with them, are very prominent ornaments to the village. The western margin of the marsh may be called a continued village for nearly ten miles, commencing at the mansion of Judge Botsford, at Westcock, a spot, the beauty of which would well repay the traveller for the trouble of a visit; the farms are neatly laid off, and the cottages, interspersed with stores and public buildings, tend to render this place one of the pleasantest in the Province. To add to its attraction the traveller may enjoy

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from its high lands, as well as from Fort Cumberland, in the adjacent parish of Westmoreland, one of the finest and most variegated landscapes to be found in the lower Colonies.

The Agricultural capabilities of the parish may be said to be very extensive and capable of supporting a much larger population.

A weekly and sometimes a more frequent communication by steamboat, has been kept up during the greater part of the year between here and St. John.

Westmoreland.—This parish, as well as Sackville, was granted, in rights, previously to New Brunswick being separated from Nova Scotia. Nearly one third of its area is under cultivation, and it includes a portion of the Tantramar marsh; there are also extensive tracts of marsh land near the mouth and along the banks of the Missiquash, which separates this parish from Nova Scotia; and at the head of the Bay Verte we find other marsh land, though of somewhat inferior quality. There are about 25,000 acres of uncultivated land, 20,000 of which, as well as the bulk of the land now under tillage, is well adapted for settlement.

In comparing the returns of 1840 with those of 1851, it will be seen, that notwithstanding the facilities for improvement possessed by this parish, its population has only increased 187 in eleven years, while it has exceeded the other parishes of the county, except Botsford and Shediac, in the extent of land cleared within the same period.

It has long been in contemplation to construct a canal near the boundary line of the two Provinces, to unite the Bay of Fundy and Bay Verte; the distance is only fifteen miles, and so level, that if the sluices for inclosing the marshes at the head of each bay were removed, the two tides would flow to within three miles of each other, leaving only this short distance of table land of very moderate elevation, to separate their waters. Both bays present good opportunities for carrying on extensive fisheries, the Bay of Fundy for shad, and Bay Verte for herring, gaspereaux, ling and mackarel.

The Railway from Halifax to Saint John, will traverse this parish, in a north easterly and south westerly direction; and a depot will in all probability be erected at its intersection with the boundary line of the two Provinces, where, no doubt, a town will spring up.

Botsford.—This parish has a seaboard of fifty miles on the Bay Verte and Northumberland Straits. Agriculture, for which the principal part of the parish is well adapted, is the chief occupation of the inhabitants. The land from its proximity to Prince Edward Island partakes much of the same character. There are large quantities of marine alluvial deposits on the shores and of fresh water deposits in the interior, both of which being mixed with other ingredients as compost, are used as manure. The greater part of the coast is settled, and the parish presents facilities for improvement, and for an increased population.

Shipbuilding is carried on at Shemogue and several places on the coast, but principally at the mouth of the Gaspereaux river, on each side of the division line, between this parish and Westmoreland. The banks of this river supply large quantities of ship timber, as well as the means for its transport and manufacture. A village called Port Elgin has sprung up near its mouth, where eight years ago, there was little else but wilderness; within that period the number of buildings has increased from four or five to upwards of forty, of which seven are stores; and two wharves have been constructed. A weekly sailing packet runs, during the summer, from this little port, to Charlotte Town, P. E. Island.

Shediac, formerly called *Gediac*. The parish is destined to become one of the richest and most populous parishes in the county. The Gulf terminus of the European and North American Railway is intended to be placed here, which must concentrate on its harbor the principal part of the trade of Prince Edward Island, and of the coast of the two Provinces, from the Gut of Canso to the river St. Lawrence, as well as that of the interior, and the several rivers of the northern section of New Brunswick. The station is proposed to be placed near the south east side of the harbor, from whence the road will run to the Bend, a distance of seventeen miles, and ultimately to Saint John and the United States. There is a quarry of excellent building stone on the banks of the Scadoué river, which has been used in the railway works; and another of grindstone of good quality, which is extensively manufactured on the spot and exported to the United States.

Although a considerable portion of this parish is unfit for settlement, yet along the sea board and on the *Shediac* river, and the tributories of the *Cocagne*, the soil is good, and there is abundant room for the formation of a large settlement. At the head of the harbor there is a steam saw mill where considerable quantities of lumber are manufactured.

A weekly steamer plys between this place and *Richibucto*, *Bedeque*, and *Charlotte Town*, and there are also two sailing packets making weekly trips to *Bedeque* in *Prince Edward Island*.

The trade of this port, in 1853, was as follows:

Vessels inward, 222,	tonnage, 21,226,	men, 1,091,
“ outward, 222,	“ 21,226,	“ 1,091,

The amount of revenue collected in the same was, £1,062.

Parish of Monkton.—The chief town in this parish, was, till lately, called “The Bend,” taken its name from its situation on a bend of the *Penticoudiac* river; but it was incorporated in 1855, under the name of “the *Town of Monkton*,” and divided into three wards, each electing three councillors, with a mayor and proper provisions for its municipal government.

The town was originally laid out without much regard to regularity or system, though the principal street runs parallel to the river, from which the others branch in an oblique direction, the thoroughfares are narrow but many of the houses are neat and well built, and it may be hoped, as it now bears the rank of a town, a better regard to regularity will be observed, in the new buildings and location of the streets. The place presents on the whole, a business like appearance, and it possesses two banking establishments, the *Westmoreland*, and a branch of the *Commercial bank* of *New Brunswick*; together with a printing press, where a weekly newspaper is printed. During nearly ten months of the year, a tri-weekly steamer runs to the city of *Saint John*, calling at *Dorchester* and *Sackville*. Shipbuilding is carried on to a great extent; and this branch of industry, together with the progress of the railway, and the depot about to be erected, cannot fail to add greatly to its future prosperity. A steam saw mill for lumber, with provision for other manufacturing operations, has been erected.

There are several thriving settlements in this part of the county, the principal of which are *Irish Town*, and there along the banks of the river; a large tract of good land still ungranted, will be found to the northward where two or three hundred families could be easily and expeditiously settled; it is well watered by the *Shediac* and *Cocagne* rivers. From the ratio of progression made in this parish for the last fifteen years, it may be calculated that it will double itself in a period somewhat less than four years.

Parish of Salisbury.—With the exception of the intervals along the

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valley of the Petitecouidiac, the land in the front of this parish is generally of an inferior quality; that in its north west portion is much better, but additional roads are required to render it available for settlement. In consequence of there being so much bad land along the line of railway and the mail road, agricultural operations in this parish are much retarded.

A depot will probably be established on the railroad, about twenty miles to the westward of the Bend, by which there is no doubt that trade will be concentrated and agriculture will receive a fresh impulse.

Mails and other travelling facilities.—The Halifax mail on its way to and from Saint John, Canada, and the United States, traverses seventy miles of this county, each way, three times a week; and there is also a tri-weekly mail to the northward through Richibucto, Miramichi and the Bay Chaleur, which runs from the Bend through its northern section for a distance of twenty miles; another branch mail goes from Sackville to Bay Verte, fifteen miles, twice a week, and is continued once, in the same period, to Cape Tormentine and Shediac, a further distance of sixty miles; so that there are 165 miles of the roads of the county on which post and way offices are established, besides local couriers to new or more remote settlements. There are also 120 miles of the electric telegraph line, with five operative stations.

The European and North American Railway, running through the heart of the county for seventy miles, cannot fail to add greatly to its trade, and and it possesses the advantages of steam navigation on the Bay of Fundy, for nearly ten months, and by way of Bay Verte and the Straits of Northumberland for seven months in the year. The winter transit of the mails from Cape Tormentine in this County, to Cape Traverse in Prince Edward Island, has been already noticed; and it is to be hoped that some means may be found for improving this dangerous passage, the only route of communication open to the Island for several months in the year.

Proposed Chignecto and Bay Verte Canal.—The magnitude of the trade of the Bay of Fundy, including the ports of Saint John and Saint Andrew's, has been already shewn; that of the north eastern ports of the Province is scarcely less important, and the thriving Island of Prince Edward, with its 70,000 inhabitants, is annually increasing its general trade. A ready and safe connection between these seats of commerce has long been wanting. But independent of this material consideration, the fisheries of the Gulf of St. Lawrence have annually attracted from 800 to 1200 American vessels, all of which have to make the circuit of the entire Peninsula of Nova Scotia. It is not surprising that many plans have been formed, and surveys made for the formation of a ship canal across the narrow isthmus between the two seas, whose tidal waters, if unobstructed, would approach each other within three or four miles. It must be recollected, too, that this isthmus is the separation between Nova Scotia, containing 300,000, and New Brunswick, with upwards of 200,000 inhabitants; and that the distance by sea from the westerly extremity of Nova Scotia, the nearest point to the United States, to the fishing grounds in the Gulf, by way of the Gut of Canso, is from 4 to 500 miles, and by rounding Cape Breton, not less than 600 miles; while by the Bay of Fundy, and a canal across the isthmus, it would be only 150 miles from the same point to the Gulf, and not more than 250 to any of the best fishing grounds on the shores of these Provinces. When all these circumstances are considered, it is not unreasonable to conclude that few countries in the world, similarly situated, would have so long neglected so important an improvement. Great, however, as the

inducements to such a work have hitherto been, they are increased by five fold by the Reciprocity Treaty, which throwing open the Gulf fisheries unrestrictedly to the Americans, cannot fail greatly to promote the resort of their vessels to these seas, and by allowing the free import and export of all agricultural produce, timber, and many other articles, greatly to augment the commercial intercourse with the States. It is the interest of every mercantile man in the Province, but more especially of the merchants of Saint John, to effect a communication which would open a new channel for their West India trade, and would facilitate their intercourse with Canada.

If it will pay the inhabitants of Nova Scotia to construct a canal from the Gut of Canso to the Bras D'or lake, and another to connect the harbor of Halifax with the waters of the Basin of Minas, a distance of 50 miles, certainly it will remunerate these rich and populous Provinces to open a line of navigation across this isthmus, where the land is a dead level with the exception of scarcely four miles. On the Bay of Fundy side, the Missisquoi stream, and the chain of lakes at its head, in many of which the waters is deep enough to admit 200 ton vessels, and being a distance of ten miles, require only a comparatively small outlay to render them navigable. On the Bay Verte side, the river merely requires clearing, and dredging to enable schooners of this size to penetrate one mile towards the Bay of Fundy, so that in reality there would only be, at the outside, four miles of an undulating ridge to overcome. It was an observation of Captain Crawley's, one of the engineers employed to survey the locality with a view to this object, that if a ditch were dug deep enough to admit the waters of the two bays, the action of the current thus created, would soon wear a navigable passage; but even if this should not be the case, and if a supply from springs should not be found sufficiently high to afford the necessary lockage, or if a steam engine to pump up the water for this purpose should be deemed too expensive, a marine railway might be constructed across the distance intervening between the two levels.

Vessels are nearly a fortnight, and sometimes more, according to the weather, in navigating the present dangerous and circuitous path, while if this communication were effected of only 15 miles across the isthmus, much danger would be obviated, the time shortened, and a vast amount of expense and wear and tare saved. We believe that if each vessel only paid one half of what it costs her to go round Nova Scotia, as a toll for using this canal, ample remuneration would be received, and a great saving effected. These vessels do not, at present, benefit any part of Nova Scotia, as they make the broad Atlantic their highway, while in the event of a road being thus opened for them, considerable sums would find their way into the Province, while they would be much benefited, and commerce would receive an additional stimulus. We certainly think, judging from the great march of improvement that is every where manifesting itself, that the time is not far distant when a way, practicable as we believe it to be, will be thus opened, so that the increasing commercial fleets of the surrounding countries may pass through this narrow neck, and thus not only save time, risk, and money, but a vast amount of human life.

Another consideration, incidental to this work, is its probable effect in draining a large tract of bog marsh and shallow lakes, and by its irrigation with the fertilizing waters of the Bay of Fundy, converting it into tillageable marsh. About 3000 acres, now worthless, might thus be reclaimed, and their value would not be less than £30,000, besides the improving of much of the old marsh by the same means.

1851.—Population and other Statistics of the County of Westmoreland.

	Parishes.							Totals.
	Dorchester.	Sackville.	Westmoreland.	Botsford.	Shediac.	Monkton.	Salisbury.	
Inhabitants,	3,620	3,078	1,622	2,430	2,895	2,665	1,504	9,312 males.
Families,	546	478	220	393	402	431	226	8,502 females.
Children at school,	300	507	180	302	179	340	76	1,884
School houses,	17	12	11	10	17	10	8	85
Births,	73	92	52	80	137	109	58	608
Deaths,	22	23	5	10	24	48	10	147
Sick and infirm,	14	23	5	19	21	41	11	136
Agriculturists,	668	306	148	362	392	262	207	2,345
Places of worship,	7	8	6	4	5	5	3	38
Saw mills,	21	23	10	23	17	6	8	108
Grist mills,	8	3	8	9	5	3	8	44
Acres of land cleared,	19,956	16,401	13,501	14,225	10,389	9,088	9,312	92,822
Tons of hay,	7,441	8,891	6,470	4,072	1,837	2,351	2,875	33,937
Bushels of wheat,	5,280	5,173	3,863	11,206	9,115	1,758	4,224	40,619
“ barley,	4,965	3,316	1,991	2,954	1,471	758	215	15,270
“ oats,	38,308	20,708	16,184	25,856	11,854	13,116	19,370	145,396
“ buckwheat,	11,337	5,584	5,624	5,263	5,356	12,811	9,530	55,504
“ Indian corn,	232	51	5	714	1,634	164	40	2,270
“ potatoes,	52,181	40,931	19,594	45,720	53,698	42,650	27,400	282,224

Comparison.

Population,	{ 1851, 24,127	{	Increase in 11 years, 6,441.
	{ 1840, 17,686	}	
Families,	{ 1851, 3,723	{	" " 995.
	{ 1840, 2,728	}	
Inhabited houses,	{ 1851, 3,629	{	" " 862.
	{ 1840, 2,467	}	
Places of worship,	{ 1851, 58	{	" " 22.
	{ 1840, 36	}	
Grist mills,	{ 1851, 57	{	" " 4.
	{ 1840, 53	}	
Saw mills,	{ 1851, 205	{	" " 24.
	{ 1840, 181	}	
Land cleared,	{ 1851, 131,032	{	" " 32,010.
	{ 1840, 99,022	}	
Horses,	{ 1851, 3,833	{	" " 412.
	{ 1840, 3,421	}	
Neat Cattle,	{ 1851, 16,871	{	Decrease " 3,883.
	{ 1840, 20,754	}	
Sheep,	{ 1851, 28,564	{	Increase " 1,011.
	{ 1840, 27,553	}	
Swine,	{ 1851, 8,090	{	Decrease " 8,455.
	{ 1840, 16,545	}	

In consequence of the county of Albert having been erected subsequently to the Census of 1840, the above table includes the statistics of both counties.

COUNTY OF ALBERT.

Boundaries.—“The County of Albert, bounded westerly by King’s, and Saint John; northerly by Westmoreland, and Peticoudiac river; easterly by Peticoudiac river, and southerly by Chignecto Bay, including all the islands adjacent thereto.

Area and Sub-divisions.—This county contains an area of 433,560 acres; of which 199,860 are still ungranted. In 1851, there were 38,210 acres of cleared land, leaving 395,350 acres of the entire area still in a state of nature. It is divided into five parishes, viz: Coverdale, which is the most northerly parish of the county, and fronts on the Peticoudiac river, both above and below the Bend; Hillsborough, also fronts on this river, to the south of Coverdale, with the parish of Elgin on its rear, or south western boundary; the parish of Hopewell, the shiretown, abuts on the head of Chignecto Bay, and the mouth of the Peticoudiac to the south of Hillsborough; and the Parish of Harvey, bounds on the last named Bay, and is the most southerly division of the county. The Court House, Jail, Register, Probate, Post, and other offices, are situate in Hopewell, which is nearly opposite Dorchester, from whence, by crossing the ferry, it may be reached in two or three hours.

General Description.—The county of Albert from its geographical position, having a frontage of forty-five miles on the Bay of Fundy and Chignecto Bay, and of thirty-six miles on the River Peticoudiac, is in these respects the best located county in the Province; but on the west the Peticoudiac should have formed its boundary against Westmoreland, instead of that county extending as it does, across the river.

The whole exterior of the County adjoining the bays and river, possesses

good roads and thriving settlements; its centre is traversed by a good road leading from Salisbury in Westmoreland, to the shire town, and by numerous cross roads through the Mechanics, Caledonia, and other settlements; so that there is not only a connection with all the contiguous counties, but means are provided for extending cultivation and improvement into the wilderness. Still much remain to be done in order to open up the interior for settlement. If a bridge were erected across the Petitcoudiac river near the Bend, a fresh stimulus would be imparted to this as well as to the county of Westmoreland.

This county is exceedingly well watered, having besides its eighty miles of ship navigation, numerous small streams penetrating it in various directions; on its bay side there are Wolf river near its southern boundary, Upper Salmon, and Shipody rivers. On the northeast, the Weldon and Turtle Creeks, the Coverdale river, and the head waters of the Pollet, all taking their rise in this county, empty themselves into the Petitcoudiac; all these four rivers are navigable for some distance for barges and rafts. These rivers principally traverse good land, and as roads are being opened, settlements are extending themselves; in addition to extensive tracts of intervalle and alluvial deposit, there are about five thousand acres of marsh skirting the Petitcoudiac and other rivers. Thus there are not less than two thirds of the county fit for agricultural operations, and no other county possesses in proportion to its extent, so great an abundance, both of marine and upland alluvial manures, or such facilities for bringing them into use; among these the great supply of limestone, and gypsum, and of coal, and wood, for fuel, are not the least. So that, upon the whole, the farmers of this county are in a position to compete, not only with those of the other counties of the Province, but even with Canada, and the United States.

Considered as an agricultural county, Albert could support eight times its present population; and in a commercial aspect, it is inferior to none in its facilities for shipbuilding, both as regards water communication and the quality and abundance of its timber, great quantities of which, but more especially of manufactured lumber, are annually exported; there are nearly 100 saw mills worked by water on its different streams. In 1851, this county manufactured 64 casks of lime, 375 grindstones, and 62,235 pounds of maple sugar, and 1,380 tons of gypsum were quarried, and 1,500 tons of coal raised.

Races and Education.—The population of this county, like that of most of the others in the Province, is of mixed origin, English, Irish, and Scotch, with a few of the descendants of the Acadian French.

The number of pupils who attended parish schools

in 1851, was	740
“ 1853,	994

Shewing an increase in two years of 254
which is certainly a great advance in school attendance out of so small a population, and within so short a period.

Minerals.—Limestone is abundant in the parishes of Hopewell and Hillsborough, especially on the margin of Shepody Bay, an arm of that of Chignecto. Gypsum is also plentiful in this section of the county, and a railroad has been laid, for its conveyance to the place of shipment. Grindstones of excellent quality are found in large quantities on the Petitcoudiac, and in various places along the borders of its bays.

Coal has been discovered in various localities within this county; some thin seams of a fair quality are met with near the head of the Pollet river, but little is yet known as to their extent. It has also been found on Coverdale river, but not extensively. A bed of cannel coal of an inferior quality, ten feet in thickness, has been discovered on Turtle Creek. These coal deposits lie nearly east and west, and embrace in their line the coal on the Dorchester river in Westmoreland, which is very similar to them in quality. An outcrop has also been found on Cape Enrage, and in some other places on the Bay shore; some of it appears of a fair quality and of the thickness of about eight feet.

But the most important discovery of carboniferous deposits is that on the south side of Wildon's Brook, a branch of Weldon's Creek, which falls into the Peticoudiac in the parish of Hillsborough. This deposit is a bed of, apparently, bituminous coal, of about ten feet in thickness. In consequence of the peculiar qualities of this mineral, disputes and litigation have arisen as to its true character; scientific investigations have been made, at the instance of each of the contending parties, by some of the best chemists and geologists on the American Continent, as well as in Britain, but the testimony, or rather the opinions, were of the most conflicting character; some maintaining that the substance is a "true coal formation," whilst others on the contrary hold that it is "asphaltum." In a communication to the Geological Society, of London, by J. W. Dawson, Esq., in 1853, the following observations were made respecting this remarkable deposit:—"This coal itself, as seen in mass underground, presents a beautiful and singular appearance. It has a splendid resinous lustre, and perfect conchoidal fracture; it is perfectly free from mineral charcoal and lines of impure coal or earthy matter."

A mining lease has been obtained—shafts sunk, and mining operations commenced, and a railroad of upwards of four miles constructed for its conveyance. So that this valuable deposit, which has recently attracted so much public attention, is now being worked, and although heretofore only to a limited extent, some extensions in operations have recently been made. Its commercial and scientific value, as being highly calculated for gas-making, and other important purposes, together with its numerous "fossils and embalmed fishes of the true coal formation," is beautifully set forth in the Report to the American Senate, made in 1853, by Israel D. Andrews, Consul of the United States for Canada and New Brunswick, on the trade and commerce of the British North American Colonies.

Mr. Andrews says: "In the Province of New Brunswick recent explorations have brought to light a most beautiful, and before unknown, variety of highly bituminous coal, containing sixty per cent. of gas-making bitumen, and forty per cent. of coke, which yields but half a pound of ashes per hundred weight. This coal is in the true coal formation, and is found in a highly inclined bed, running nearly northeast and southwest, with the trend of the enclosing strata. This coal mine is one of the most remarkable in America; not only on account of its beautiful, clean, glossy, and highly bituminous character, so admirably adapted for gas-making, but also on account of the abundance, beauty, and perfection of its fossils, and of its embalmed fishes of the *Palæoniscus* genus, fishes of the true coal formation in America, and analogous to those of the same formation in Europe. Six or more new species of this genus *Palæoniscus* we have described in a printed memoir on this coal mine. Time and labor doubtless will add many more

to the list, and the Albert county coal mine will become the Mecca of pilgrims in search of fishes of older time. The coal, as already suggested, is a new variety, particularly adapted to the uses of the gas house. It furnishes a very rich gas, highly charged with carbon, consisting mostly of olefiant gas: and hence, is the very material that is wanted by gas manufacturers, to enrich the products of our semi-bituminous coals of Maryland and Virginia. It is not used alone in any gas-works, but is mixed with other coals, in the proportions of from one fifth to one third, and thus gives the best product that can be obtained; and at the same time, gives greater value to the coke of our ash-burning coals. The importation of the Albert coal into the United States does not, therefore, in any way interfere with the sale of our own coal; but, on the contrary, enables us to use coals that would not otherwise find any market for gas-making. It also saves much outlay in apparatus required for making oil-gas from whale and fish oils, used to enrich the pale or blueish flame produced by gas from many of the coals employed at our gas-works. With the progress of geological research more deposits of this valuable coal will undoubtedly be discovered, and the trade with the United States will tend to draw it within our own borders, by the exchange of commodities with our provincial brethren." (page 536.) There are also in this vicinity extensive bodies of manganese, freestone, and granite.

Chemical Works have recently been established in this county. These works are situate near the foot of the Shepody mountain, so called, though nothing more than a high ridge, possessing gentle acclivities. The necessary buildings have been erected, and operations commenced, at an expense of about £3000. Formerly manganese, the principal mineral substance in the immediate vicinity, was shipped to the United States, in its raw state; but since the establishment of these works, various chemical substances are being manufactured, and brought to Chignecto Bay, three miles, for shipment. There is also fireclay in the neighborhood from which fire bricks of good quality are made.

Fisheries.—An excellent and profitable shad fishery is carried on along the lower part of the Petitcouidiac river and the Bay of Fundy, which begins about the last of July, and continues to the middle of September. The mode of taking the fish is by weirs, standing, and drift nets; the latter is considered the best, as it does not prevent the free ingress of fish into the Bay.

Salmon were formerly numerous in the Petitcouidiac "but latterly, owing to the unmerciful and cruel manner in which the fish has been hunted and persecuted, as well in the tideway above it, they have greatly diminished, and are at present in a fair way of being extirpated altogether."—Moses H. Perley, Esq., on the fisheries of the Bay of Fundy.

NOTE.—A table of comparison of the statistics of this county cannot be prepared, from its having, in 1840, formed a part of the county of Westmoreland.

In hastily reviewing the character of this county, and when we take into our consideration its rich and highly productive lands—forests abounding with almost every variety of timber produced in the Province—the bowels of the earth teeming with valuable minerals already known, and made to some extent available, and what future investigation may yet unfold in this respect—mails traversing its settlements, bay and river navigation open nearly all the year, and accessible to large class ships—steamers plying be-

tween its principal villages, and Saint John, as well as to the Bend, Dorchester, and Sackville, conferring on it every facility of markets—and its proximity to the line of the European and North American Railway—the conclusion evidently forces itself upon our minds, that the county of Albert is destined to become a valuable and interesting portion of the Province; and that all that is wanting is more roads, more people, and more enterprise. If a moiety of the labor lost by the starving thousands of the mother country were expended here, the country would be advanced, and they would be elevated far above degradation and want.

1851.—*Population, and other Statistics of the County of Albert.*

	Parishes.					Totals.
	Hopewell.	Hillsborough.	Coverdale.	Elgin.	Harvey.	
Inhabitants,	1,158	1,496	902	748	2,009	6,313
Families,	186	241	140	125	325	1,017
Children at school,	166	214	111	51	216	758
School houses,	10	11	10	3	9	43
Births,	42	74	36	37	60	249
Deaths,	10	16	9	6	10	51
Sick and infirm,	7	10	31	6	15	69
Agriculturists,	2	189	103	116	150	560
Places of worship,	6	3	4	1	6	20
Saw mills,	14	23	8	6	46	97
Grist mills,	3	2	2	3	3	13
Acres of land cleared,	8,543	8,458	6,774	4,038	10,397	38,210
Tons of hay,	6,328	2,864	2,349	898	4,859	14,298
Bushels of Wheat,	1,849	2,011	1,416	817	843	6,136
“ Barley,	572	730	513	360	1,339	3,516
“ Oats,	5,257	7,687	5,844	2,043	9,495	30,326
“ Buckwheat,	4,300	6,945	5,198	6,463	8,909	31,815
“ Indian corn,	72	90	96	62	23	343
“ Potatoes,	17,037	26,779	25,786	19,799	35,105	124,506

In reviewing the statistics of this county, it will be observed that the return shews only two agriculturists in the parish of Hopewell; yet the gross amount of the agricultural produce of the parish is not far behind some of the other parishes, where there are fifty times as many thus employed, and exceeds the parish of Elgin, where there appear to be 116 persons engaged in agriculture. There must, therefore, be some error in the return.

HISTORICAL MEMORANDA.

During the times of the English and French wars, which have been briefly referred to in a former part of this volume, there was hardly any part of the North American Continent which did not, in its turn, become the scene of conflict between the troops of the rival nations. The isthmus which connects New Brunswick with Nova Scotia, both originally comprized in New France or Acadia, presented peculiar advantages to its possessors, from the proximity of *La Baye Francaise*, as De Monts' had named the

Bay of Fundy on its discovery in 1604, to Baye Verte, now called Bay Verte, an inlet from the Gulf of St. Lawrence; and to the French it was especially valuable, as affording them the readiest means of communicating with Louisburg and Quebec. Thus it was in some measure a battle field for a long period; and some short account of the principal incidents while it was thus a sort of debateable ground, may not be uninteresting to our readers; we have, therefore, endeavored to condense the following from various sources, including the history of Nova Scotia by Judge Haliburton:

The treaty of Utrecht, in 1713, which ceded Nova Scotia to Great Britain, left its limits undefined; and thus the commanders of the forces of the two nations each endeavored to encroach on the territories of the other. Suberense, the French Governor, had built or renewed a Fort on the river Saint John, and then endeavored to withdraw the Acadian French from the districts possessed by the English, in which Queen Anne had granted them several privileges, or at ^{all} events to keep up their attachment to the French Crown, and to make them the means of harassing the English settlers. In this he was ably seconded by their priests, and especially by the Abbe Laloutre, who seems to have possessed great influence with this simple minded people, and to have used it in furtherance of the designs of the French commanders and to their ultimate ruin. La Jonquiere, the next French Governor in these parts, followed up the same plan, and having conferred with Laloutre, he employed M. La Corne to fix on some place in or near the Peninsula as a site for a Fort, to receive the fugitive Acadians, or to assist those who might remain. Chediac or Chediac, now Shediac, was first fixed on, but ultimately La Corne, at the instance of Laloutre, entered Bay Verte and took possession of the Isthmus. It was an object with the French to restrict Nova Scotia to the Peninsula now bearing that name, or even within still narrow limits, contending that what is now called New Brunswick, and a vast extent of country adjoining, and reaching to Quebec, was retained by them under the name of L'Acadie, or New France, and they now on their part chose to fix the boundary at a small river on this isthmus, called the Missiquash, which, by a curious coincidence, is now the dividing line of these two British Provinces. Every effort was made to withdraw the Acadians from Minas, Port Royal, and other places, and from the settlement of Beaubasin, which occupied the ridge now called Fort Lawrence. In pursuance of this plan, which had been acted on for some years, La Corne, about 1747, or 1748, built a Fort upon a height at the head of the Bay of Fundy, which he named Beausejour, now Fort Cumberland, and he established two other posts, one on the Gaspereaux at Bay Verte, and the other near a bridge over the Missiquash, which he called Point de Boet (now Point Debutte). In order to counter these projects, Governor Cornwallis dispatched Major Lawrence to establish himself at the head of the Bay of Fundy. Some little skirmishing, as well as negotiation, seems to have taken place; and ultimately, Major Lawrence took possession of Beaubasin, which, together with its church, was burnt, it is said, by the contrivance of Laloutre, in order to compel the Acadians settled there to cross the stream into the French districts. About the same time Captain Rous intercepted and captured a French vessel laden with arms and provisions for the Acadians. Thus the two detachments were encamped opposite each other, at the distance of scarcely two miles, the English naming their post, Fort Lawrence, after their commander, and the little stream tacitly becoming a provisional boundary.

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6	20
6	97
3	13
7	38,210
9	14,298
3	6,136
0	3,516
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Jealousies as to trade and on other subjects, however, arose; the French carried on their intrigues among the Acadians in Nova Scotia, and to induce them, through Laloutre and others, by promises and threats, to place themselves under the French flag. A French author, whose work has been published some years since at Quebec, gives a most flattering description of Acadia, which included, of course, New Brunswick; the French settlers were not insensible to the value of their marshes, which they had dyked; and they had also constructed Aboideaux on the rivers, one of which, on the Au Lac, near Beausejour, was built by Laloutre, who had obtained 50,000 livres from the French Crown for this purpose; and this assisted in maintaining his influence in this neighborhood.

Thus matters went on for some time; the English inducing some of the Acadians to take the oath of allegiance to the British Crown, which Laloutre and their other priests endeavored to prevent, and to withdraw them from the Peninsula, promising to indemnify them for the loss of their land. New causes of dispute continually arose between the two nations; the Acadians, who seem to have been treated with mildness by the English up to this time, being constantly worked on by M. Verjor, who was now the commander of Beausejour, and his emissaries. In order to stop these intrigues, in the year 1755, just before the declaration of war between the two Crowns, an expedition was fitted out at Boston, under Lieut. Col. Church, to attack and reduce Beausejour. Three frigates and a sloop, besides batteaux, with a strong land force, were dispatched up the Bay of Fundy; they rendezvoused at Grand Anse, or Maranguin, about six or seven miles from Beausejour. The French commander used every exertion to press the Acadians into his service from Memramcook, Shepody, Petitcoudiac, and other places. Aided by Laloutre, he collected twelve or fifteen hundred men, and he sent to Louisbourg and Quebec, earnestly soliciting assistance. Meantime, the English disembarked, and encamped on the glacis of Fort Lawrence. Some skirmishing took place, especially on L'isle de la Valliere, (now Lowther's Island,) about half-way between the two forts. The French then concentrated their forces, and burnt down the posts at Point de Bute.

On the 4th of June, 1755, the English marched from their camp towards the road to Point de Boet, or Point de Bute; and after defeating a body of Acadians and volunteers, who opposed their passing the river, they established themselves upon a height about a mile and a half from Beausejour; having thrown a bridge over the stream, they brought up their artillery, and on the 8th, made a reconnoissance to a rising ground called *Butte-a-Charles*, when an English officer, named Hay, was taken prisoner by the garrison. The Acadians were now much disheartened and dissatisfied at being compelled to assist in the defence of the fort; every application by M. Verjor for succour was fruitless, and skirmishing was still carried on. On the 12th, the English had opened their lines and established their batteries at *Butte-a-Charles*, only 120 toises from the fort, where they continued to entrench themselves till the sixteenth. Their works are still visible, and are said to evince much military skill. On the 16th, a shell burst in the fort, and did considerable damage, killing two or three French officers, and the English prisoner Hay. Upon this, Verjor, abandoning all hope of relief from Quebec or Louisbourg, and pressed by the Acadians, offered to capitulate, and favorable terms were granted. The garrison was allowed to march out with military honors, with their arms and baggage, and were conveyed to Louisbourg, under an engagement not to bear arms against the English in

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America for six months. The Acadians, pardoned, returned to their homes. The fort at Bay Verte surrendered the next day on the same terms.

Laloutre escaped from the fort, and proceeded to Quebec, where he appears to have incurred the censure of his superior; and he afterwards went to France.

The French Acadians, still influenced by their priests, and refusing to take the oath of allegiance, were at length removed (with the exception of those who had fled to the Island of Saint John, now Prince Edward Island, and the river Miramichi,) in the manner detailed in Haliburton's History. This step, which certainly appears harsh and even cruel, and must ever be looked on with regret, was at the time considered necessary, as the only means by which the tranquility of the Province could be secured; it may be feared, however, that it was carried out with great severity, and that much suffering to this unfortunate people was the result. The fort on the Saint John was shortly after taken by Captain Rous.

In order to give a correct detailed account of these and other engagements that have taken place, during these wars, within our Province, as well as in other parts of the Continent, it would be requisite to search the archives of France, Quebec, and probably of some of the northern States of America. Meantime, we must be satisfied with a more brief outline of the occurrences of these times. Touching the particular locality which has been the principal subject of the foregoing memoranda, the eye may still behold evident traces of the occurrences above related. Fort Cumberland stands on an eminence at the most southern extremity of the Point de Bute ridge, which is separated from Sackville by the Aulac river and the great Tantramars marsh and river. On the other side, the river Missiquash flows between this ridge and Fort Lawrence, where, however, the traces of the English fortification are but faint. Fort Cumberland was for many years a military station in later times, and has been kept in a partial state of repair by the British Government, and it is still in good preservation. Its commanding situation and deep entrenchments, with its solid bastions, afford proof of its having been strongly constructed: and no doubt, in the then state of the country, it was a formidable military post. The skilful approaches, too, within musket shot of the fort, are still plainly to be seen, confirming the traditionary story that they were raised by the besiegers for their protection from the enemy's fire, during the dark hours of the night, while the bombardment was continued from Fort Lawrence.

Proceeding up the same ridge, which was traversed by the old, as well as by the present highway, to Bay Verte, we come to *Bloody Bridge*, at the distance of about five miles from the fort, near which, among other places, there was a bloody conflict between a foraging party, under Col. Dixon, detached from the fort, after its capture, and a body of Indians, commanded, or rather accompanied, by a French officer. The English were overpowered, and were all massacred and scalped by the savages, with the exception of their commander, who was wounded, and whose life was spared only through the exertions of the Frenchman. He was taken as a prisoner to Quebec, where he remained till its surrender to General Wolfe.

At the spot where the road crosses the head of the Missiquash, are still to be seen the cellars of dwelling houses, and even in the woods, which have since attained the size of timber, the writer has seen the evident marks of ridges once ploughed, plainly shewing that this part of the country, though now an unreclaimed wilderness, once afforded support to man and beast.

Continuing our journey to Bay Verte, the highway crossed Mill Creek,

where there was an establishment of mills ; it then passed for nearly a mile over the marsh on a plank road supported by four rows of haematac piles ; these piles stood about six feet above the level of the marsh and about eight feet apart ; their stumps now remain, as sound as when they were first driven, having been preserved by the saline properties of the soil. About half a mile northeasterly from the most eastern extremity of this road, is Fort Monkton, on a flat or at the west side of the mouth of the Gaspereaux, and at the head of Bay Verte. It is not more than ten feet above the waters of the Bay. The works are easily traced, but it does not appear to have been a place of much strength, nor is its situation imposing, as a place of defence, though it commands the mouth of the river. This point of land, together with 500 acres, bounding northerly on the fort, was retained by the British Government for military purposes for nearly three quarters of a century after its surrender ; it was then granted and part is now under cultivation. Close to the fortification there are numerous headstones marking graves and bearing various inscriptions ; one was erected, it appears, to the memory of a serjeant and seven privates, who were murdered by the Indians while in the act of procuring wood for fuel. The incroachments of the sea have recently exposed several of the graves, and the Legislature granted ten pounds to be expended in securing them. This sum proved, however, insufficient to protect them effectually ; they still remain exposed, and unless some more efficient precaution be taken, the waves will do their work, "and the place thereof shall know them no more."

It is not difficult, even at this distant period, to ascertain the extent of the improvements which were made in former times, and which were principally confined to the places most favorable for military and naval operations. Thus the heads of the Bay of Fundy and Bay Verte, from their proximity to each other, and from the great extent of rich marsh land, and excellent tracts of upland, with which they were surrounded, as well as from the facilities they afforded for communication, seem early to have attracted the attention of their former possessors.

Forts Cumberland and Monkton, instead of sending forth missiles for the destruction of man, now annually send out grain, potatoes, and other produce for his support. From the bastions of the former may be embraced at one glance, certainly the richest landscape for an extent of twelve or fifteen miles, to be found in the lower Provinces ; from this point the prospect includes over 50,000 acres of marine alluvial land, worth at least £300,000, on the west and at the distance of five miles is the large village of Sackville, with the great Tantramar Marsh, on the southeast is the village of Fort Lawrence, and still further in the same direction is the town of Amherst, the head quarters of the County of Cumberland in Nova Scotia, with wide belts of marsh intervening, and nearly south further than the eye can reach, stretches the spacious Bay of Fundy, with the fine settlements and rich marshes on its Nova Scotia shore. Turning towards Bay Verte, and following the road we have already described, we find it no longer haunted by belligerent parties, breathing nothing but hostility to their brother man, but bordered by cultivated fields, and each side studded with neat farm houses, and at Fort Monkton, though we have not so wide a scope to our view, yet we there look across the spacious Bay Verte with long lines of thriving settlements extending to Cape Tormentine on the New Brunswick, and farther than the eye can reach, on the Nova Scotia side. Industry and enterprise have here worked a change indeed, and have converted the dense forest and the haunt of the savage, into fruitful fields and happy homes.

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CHAPTER III.

PROVINCIAL TABLES.

The following tables, consisting, principally of the industrial statistics of the Province of New Brunswick, will shew at one view, the aggregate amount of agricultural produce raised in the whole Province, as well as in the several counties, in 1851; and a comparative statement is subjoined, indicating the advance made during the eleven years previous to that date.

We feel satisfied from the meagre state of the crops, as indicated by the last census, and the great additional amount raised in 1854, that the returns shewn on that census do not form an agricultural panorama of the Province, in ordinary seasons, or when the potatoes were not affected by disease, or the wheat infested with insects, as was the case in both instances, when the last account was taken.

The decrease, 22,833, in the number of swine raised in the Province, between 1840 and 1851, is solely attributable to the failure in the potatoe crop.

The growth of rye is not named in the statistics, which is Nova Scotia, in the same year, amounted to 61,438 bushels; it must have formed no inconsiderable item in this Province.

1851.—Statistics of the Province of New Brunswick.

	Counties.												Totals.		
	Albert.	Carleton.	Charlottet.	Gloucester.	Kent.	King's.	Northumberland.	Queen's.	Restigouche.	Saint John.	Sunbury.	Victoria.		Westmoreland.	York.
Population,	6,313	11,108	10,938	11,704	11,410	18,842	15,064	10,633	4,161	38,475	5,301	5,408	17,814	17,628	193,800
School houses,	43	56	94	31	39	98	64	54	19	108	24	16	85	67	798
Places of worship,	20	25	53	19	21	61	32	40	6	40	15	8	38	45	423
Children at school,*	758	1,173	2,922	926	943	1,912	2,016	1,180	644	1,992	556	295	1,881	1,701	18,892
Births,	249	367	629	516	345	558	450	357	94	1,377	173	251	608	612	6,592
Deaths,	51	82	204	92	97	138	165	76	36	491	74	66	147	215	1,934
Sick and infirm,	69	267	312	168	98	196	151	90	56	430	84	91	136	218	2,366
Agriculturists,	560	1,333	1,431	1,398	1,770	2,625	1,517	1,321	394	767	650	652	2,345	1,841	18,601
Saw mills,	97	12	102	6	29	75	18	24	6	51	12	9	108	35	584
Grist mills,	13	13	14	14	13	46	13	28	3	14	7	8	44	31	261
Acres of land cleared,	38,210	55,537	45,656	19,312	35,496	120,923	30,221	63,719	8,895	21,725	15,587	26,834	92,822	69,017	648,954
Tons of hay,	14,298	15,718	17,076	6,835	8,067	38,811	14,150	22,556	3,330	6,855	10,069	6,961	33,937	26,430	225,093
Wheat, bushels,	6,136	21,165	3,263	23,595	25,256	14,895	30,854	7,222	6,426	249	5,551	5,262	40,619	16,142	206,635
Barley, "	3,516	8,512	7,266	8,078	4,375	5,417	4,824	2,173	2,173	510	973	7,979	15,270	4,539	74,300
Oats, "	30,326	234,628	69,988	53,005	99,120	178,968	120,366	97,328	46,517	30,931	40,024	39,163	145,396	205,343	1,411,164
Buckwheat, "	31,815	131,482	14,304	1,236	11,377	206,251	8,339	89,475	57	9,758	21,911	44,730	55,504	62,765	689,004
Indian corn, "	343	14,650	409	2,223	3,226	2,958	1,296	8,507	3	168	7,176	824	2,270	18,178	62,225
Potatoes, "	124,506	174,416	163,117	314,447	365,619	303,598	285,536	168,656	66,131	105,695	116,357	84,527	232,224	233,695	2,792,344
Turnips & other roots,	15,420	75,761	78,428	15,477	22,952	93,681	54,992	31,401	14,643	42,456	20,020	9,466	60,858	31,110	587,687

*This includes both parish and grammar schools.

Turnips & other roots, 15,420 75,761 78,428 15,477 23,952 93,681 54,992 31,461 14,643 42,456 20,020 9,466 60,858 51,140 587,687

*This includes both parish and grammar schools.

Comparison.

	Albert and Westmoreland.	Carlton and Victoria.	Chap-oute.	Glou-ces-ter.	Kent.	King's-umber-land.	Queen's-gouche.	Resti- John.	Sun-bury.	York.	Totals.		
Total population,	{ 1851, 24,127	16,516	19,938	11,704	11,410	18,842	10,634	4,161	38,475	5,301	17,628	193,800	
	{ 1840, 17,686	11,219	18,178	7,751	7,477	14,464	8,232	3,161	32,957	4,260	13,995	154,000	
Increase	6,441	5,297	1,760	3,953	3,933	4,378	440	2,402	1,000	5,518	1,041	3,633	39,800
Families,	{ 1851, 3,723	2,427	3,427	1,855	1,739	3,046	2,282	628	7,038	846	2,930	31,682	
	{ 1840, 1,728	1,781	2,910	1,193	1,188	2,306	2,282	462	5,014	636	2,294	24,039	
Increase	995	646	512	662	551	740	0	166	2,014	210	636	7,623	
Places of worship,	{ 1851, 58	33	53	19	21	61	32	40	6	40	15	45	
	{ 1840, 36	17	36	12	18	34	26	19	4	28	8	80	
Increase	22	16	17	7	3	27	6	21	2	12	7	15	
Grist mills,	{ 1851, 57	21	14	14	13	46	13	28	3	14	7	31	
	{ 1840, 53	22	16	18	13	43	18	19	3	9	6	22	
Increase	4	*1	*2	*4	0	3	*5	9	0	5	1	9	
Saw mills,	{ 1851, 205	21	102	6	29	75	18	24	6	51	12	35	
	{ 1840, 181	19	103	7	31	68	33	23	6	49	15	51	
Increase	24	2	*1	*1	*2	7	*15	*4	0	2	*3	4	
Cleared land,	{ 1851, 131,032	82,371	45,656	19,312	35,496	120,923	30,221	63,719	8,895	21,725	15,857	63,017	
	{ 1840, 99,022	40,703	35,135	11,681	20,413	69,452	25,323	43,089	5,779	9,134	12,262	44,818	
Increase	32,010	41,668	10,521	7,631	15,083	51,471	4,898	20,630	3,316	2,591	3,325	24,199	
Horses,	{ 1851, 3,833	2,698	1,667	1,174	1,507	2,988	1,628	1,614	527	1,219	849	22,044	
	{ 1840, 3,421	2,220	1,133	811	881	2,396	1,642	1,342	426	893	330	17,932	
Increase	412	478	534	363	626	592	86	172	101	326	19	408	
Neat cattle,	{ 1851, 16,871	11,781	8,575	3,980	5,402	18,295	8,868	10,612	2,972	3,738	4,475	11,594	
	{ 1840, 20,754	7,803	7,833	3,219	3,579	15,672	6,903	8,335	1,118	3,353	3,601	7,445	
Increase	*3,883	3,978	752	761	1,823	2,623	2,865	2,277	954	555	674	4,144	
Sheep,	{ 1851, 28,564	21,312	11,846	8,552	9,692	31,235	10,602	16,049	3,026	3,747	6,588	15,734	
	{ 1840, 27,553	13,967	11,759	6,236	6,684	24,072	8,837	13,362	1,698	2,907	6,681	15,077	
Increase	1,011	7,345	871	2,316	3,008	7,163	1,765	2,678	1,328	840	7	1,657	
Swine,	{ 1851, 8,030	6,516	2,326	3,817	5,859	7,338	3,397	3,028	1,055	1,590	1,084	3,872	
	{ 1840, 16,465	7,814	4,286	3,648	4,923	9,408	6,125	4,859	1,325	3,111	2,311	6,416	
Increase	*8,455	*1,298	*1,550	174	936	*2,070	*2,728	*1,861	*276	*1,227	*2,543	*22,833	

NOTE.—The county of Westmoreland included Albert,—and Carleton that of Victoria, at the time the census was taken in 1840; and the returns for Carleton have been reduced in consequence of a part of that county having been ceded to the United States under the Ashburton Treaty, and a further part awarded to Canada under the recent arbitration.

*The asterisk prefixed to figures, denotes a decrease.

Progressive Population in the Province of New Brunswick for the following years :

1824.		1834.		1840.		1851.	
No. of Counties.	Total population.	No. of Counties.	Total population.	No. of Counties.	Total population.	No. of Counties.	Total population.
8	74,176	11	119,457	12	154,900	14	193,800
Numerical increase,		In 10 years, 45,281		In 6 years, 31,543		In 11 years, 39,800	

NOTE.—Between the various periods of taking the census, the county of Northumberland was divided, in 1826, and Kent and Gloucester erected; York was divided in 1831, and Carleton erected; Carleton was divided in 1844, and Victoria erected; Gloucester was divided in 1837, and Restigouche erected; and Westmoreland was divided in 1845, and Albert erected.

The increase in the population of the Province, according to its original bounds, between the years 1834 and 1840, was actually 36,705; but the Ashburton Treaty deprived it of a large tract of land, with a population of 2,162 souls.

Comparison of the increase of Population in New Brunswick, with that in four adjoining States of the American Union :

Territory.	Population.		Increase in 11 years.	Per centage.
	In 1840.	In 1851.		
New Brunswick,	154,000	193,800	39,800	25,84 in 11 years. 23,49 in 10 years.
State of Maine,	501,796	583,088	81,292	16,20
“ N. Hampshire	234,574	317,864	83,290	11,70
“ Vermont,	291,948	313,611	21,663	7,42
“ Massachusetts	727,696	990,888	255,189	34,59

Thus it will be seen that New Brunswick exceeds Maine by 7,29 per cent
 New Hampshire 11,79 “
 Vermont 16,07 “
 Their aggregate 19,86 “

The State of Massachusetts exceeds this Province by only 11,10 “
 while the ratio of increase per New Brunswick exceeds the aggregate of these four States by nearly 2 per cent.

Table, showing some of the principal Settlements in the Province, and their facilities for further settlement, by groups or otherwise.

Settlements and Roads.	Length in miles.	Character of roads.	No. of mails per week.	Names of Towns on line of road.	Estimated population of towns.	Facilities for further settlement.	Remarks.
Roads on both sides of the river Saint John, from the city of Saint John to the Canada boundary.	180	Good roads and Telegraph line. Densely settled.	3	City of Saint John, Gagetown, Oranecto, Fredericton, Woodstock, (parish) Andover, Grand Falls,	32,000 600 5,000 4,272	On the roads skirting the Upper Saint John, there are large tracts of arst rate wood-land, still ungranted.	Groups of from thirty to forty families could be settled in various places, without much additional road-making.
Road from Woodstock to St. Andrew's.	74	Nearly complete.		Saint Andrew's, Saint Stephen's,	3,910 2,898	Several tracts of ungranted lands.	The lands on this road are accessible from St. Andrew's
Road from Fredericton to St. Andrew's, via Harvey Settlement.	78	Good road.	1			Several blocks of good land still ungranted, where a number of families might be located.	Accessible from Fredericton or St. Andrew's.
From Saint Andrew's to the city of Saint John.	65	Good road, well settled. Telegraph line.	3			Land on the road generally granted.	The county of Charlotte contains extensive tracts of ungranted lands, highly adapted for settlement.
From St. John to Sackville.	128	Good road, thickly settled. Telegraph line.	3	Hampton, Sussex Vale, Town of Monkton,	2,150 2,000	Some old farms could be purchased on this road.	Land generally good, and in a state of cultivation.

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TABLE—Continued.

Settlements and Roads.	Length in miles.	Character of roads.	No. of mails per week.	Names of Towns on line of road.	Estimated population of towns.	Facilities for further settlement.	Remarks.
Saint John to Shepody, in the county of Albert.	80	Good road—partially settled.	3			There are extensive tracts of good land ungranted in the county of Albert.	This remarkable mineral county affords space for several hundred families—accessible from Bay of Fundy.
From Sackville to Bay Verte.	15	Telegraph line. Densely settled.	2	Bay Verte.			Extensive marshes.
From Bay Verte to Shediac.	32	Do.	1				
From the Bend to Chatham.	88	Telegraph line. Densely settled.	3	Shediac, Cocagne, Buctouche, Richibucto, Chatham,	1,000 1,500 3,000		Land all granted.
Chatham to Bathurst, by way of the Gulf shore.	114	Roads much broken by streams.	1			The land is generally good, and densely settled, on the sea-board.	There are facilities for further settlements on the streams.
From Chatham to Bathurst, by direct road.	42	Excellent road.	3	Bathurst,	1,300	Land principally unsettled, and generally of an ordinary quality. The settlements here are accessible from the Bay Chaleur.	About 30 or 40 families would find land of a fair quality near the northern end of this road. There is a valuable tract of good land, ungranted, between this road and the mouth of the Bay Chaleur, where a large number of families might be located.

From Bathurst to the head settlements on the

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Good road.

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Dalhousie, Campbeltown,

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Several hundred families would find land, of the best

are accessible from the land, ungranted, between this road and the mouth of the Bay Chaleur, where a large number of families might be located.

From Bathurst to the head settlements on the Estigouche.	90	Good road.	3	Dalhousie, Campbelltown,	1,000 600	The settlements and new lands are accessible from the Bay Chaleur.	Several hundred families would find land, of the best quality, for settlement in this section.
From Campbelltown to the river Saint John.	100	Road newly projected.				Great facilities for settlement. Lands accessible from the Saint John and Bay Chaleur.	Five hundred families could be expeditiously located in the district traversed by this road.
From Chatham to Fredericton, via the Miramichi river.	100	Some unsettled tracts in the centre.	3	Douglas Town, Newcastle, Boiestown, Stanley,	500 700	There are large tracts of good land adjacent to this road, accessible from Miramichi or Fredericton.	The Nova Scotia and New Brunswick Land Company own a large tract on that part of the road which intersects the county of York, which they offer on reasonable terms.
Road from Richibucto to Fredericton, called the Beckwith road.	80	Road nearly complete. Land principally unsettled.				There are extensive tracts of ungranted lands accessible from the two extremities.	Thirty or forty families would find the way fully prepared for them.
The Macklockian road.	80	Nearly passable for carriages. There are numerous crossroads located and partially opened.				This large tract of good land is accessible from Richibucto, Beauceville, Cocagne, Shediac, or the town of Moncton. This is the most advantageous tract for settlement in the Province.	Besides three townships already located, four or five others might be laid out, containing, in the whole, 6 or 700 lots, almost all ungranted, and easy of access.

The foregoing table only includes the great leading roads, on which settlements have been formed, and a few of the new roads now being opened; without referring to the immense tracts of lands capable of being brought under tillage, in the internal parts of the Province, through which no roads have yet been projected.

The population of the several towns named in the fifth column was included, by the census of 1851, in that of the several parishes of which they formed part; we have therefore, given the numbers of most of them by estimate from various sources, and they may be received as a near approximation to the truth. Those of Fredericton and Saint John are more correct.

The two last columns will shew those desirous of settling, either individually or in groups, where the best positions for locating themselves exist, with reference to the principal roads now constructed or in progress; the cross roads branching from these roads are too numerous to describe. The information thus conveyed, will, it is hoped, also be found useful in pointing out the direction to be pursued to reach the locality that intending settlers may select.

PUBLIC LANDS, SYSTEM OF LOCATING, AND INSTRUMENTS EMPLOYED.

Although this Colony has been organized for seventy years, still no proper system of locating the public lands has yet been adopted; they are laid out in the most irregular manner imaginable. With the exception of a few isolated cases, limited and local surveys have been made, merely to suit the notions of the applicants, who are not always the best judges of what may be most advantageous for themselves, and certainly not of what may be most for the general interest of the public.

The system, or rather no system, has not unfrequently been, first, to employ a trapper or lumberman to mark out a road, which is generally done by following the meanderings of the streams, or "steering by sound." The latter method of exploring the wilderness may be thus explained; a person at or near the proposed point of termination discharges a gun, or strikes a dry tree with an axe, when the party at the starting point, proceeds to make a line in the supposed direction from whence the sound proceeds. Another, and which is considered as a more scientific plan, is to start with a pocket compass in hand, the cost of which does not frequently exceed half a crown, in the direction of the sound, or in some other supposed direction; and thus a line for a road is set out, but as may be easily imagined, not without its *curves* and *straights*.

When this part of the public service has been thus performed, or perhaps in anticipation of it, parties desirous of settling select their lots, commence their "war upon the wilderness," petition the Legislature for money to assist them in rendering their intended road passable, and, in process of time, make applications to the government for a grant; when this is about to be issued, a surveyor, for the first time, enters on the locality for the purpose of establishing lines upon which he may base the description in the grant; and generally taking this serpentine road as the base work of his operations, he proceeds to give one lot a double breadth in proportion to its quantity,—to another half the front it should have, for convenience; extending a third perhaps, if at all, several miles from the first, in order to inclose some favorite spot, either as a lumber district, or the site of a saw mill. And with regard to the directions of side lines, they are generally run on different

courses, often leaving irregular portions of land between them, as the wishes of the applicants may determine.

We know of instances where the Government own tracts of lands surrounded by curvilinear roads, on which all the front lands have been granted and located, without even reserving a road to the remaining Crown property, so that future applicants for the lands thus circumscribed would have to resort to legal steps in order to obtain access to the farms which may be granted to them; in fact, it is only necessary to glance at a map of the located roads and lands of the Province to be satisfied of the irregular manner in which they have been laid out.

Nearly all the grants made previous to the last six or eight years have been laid out too large. In some places, the writer in re-measuring old grants, has found that in ten lots purporting to be each one fourth of a mile in width, there were actually eleven lots of the same breadth. Similar cases are very common throughout the Province. Hence arises an insuperable difficulty in compiling a correct map; in fact, under these circumstances, it is impossible to do so correctly or to accurately delineate its subdivisions without a re-survey of all the roads and grants in the Province, at an expence which its finances do not probably at present warrant. It is true that the maritime survey of its seaboard, the recent railway surveys, the survey made on the Ashburton boundary, and that lately made between this Province and Canada, will tend to secure a more correct contour; but the map of its interior must remain, for some time to come, in an imperfect state.

As there are still 11,000,000 acres of the area of the Province ungranted, it is not too late to reform, and, "better late than never," to establish a proper system of locating the public lands. Let them be laid out in townships, or regular concessions, in opposite lines, parallel, and of proportionable length and breadth; with due regard to area, and upon straight roads. This system, if steadily pursued, would ensure satisfaction to the future possessors of the lands, and prevent much of the litigation that too often attends the re-establishment of the boundaries of old grants, boundaries which have in some cases been removed or varied by interested parties, and in others, have been destroyed by fire, or perhaps placed too near public highways, the banks of streams, or the sea shore, and have thus been removed from their original position. Such a system, too, would save much trouble and expence to the applicants for land—much perplexity to the surveyors, arising out of the present complicated and confused method of laying out allotments,—and a vast deal of trouble to the officer of the Crown Department in compiling and arranging the general plans of the Province.

Another, and a still more perplexing feature, in the location of the public lands of the Province, is the variation of the compass.

The located lands have all been laid out by instruments governed by the magnetic needle; nor will the infant state of the Colony admit of the general use of the Theodolite; the best, in fact, the only remedy for inaccurate surveys, being an instrument of the latter description which costs about forty pounds, currency; and when damaged, it cannot be repaired in the Colony. Thus the cost of making surveys with such an instrument, would be more than double the ordinary charge. Hence the use of the Circumferenter, in making the general and usual surveys of the county, will have to be continued, until the people are able to support the adoption, and pay for the use of other more improved and more scientific instruments.

It is needless in a work of this nature, intended for the general reader, to attempt to elucidate the properties of the magnetic needle; the writer has at some length, detailed the operations of the Circumferenter in a work on land surveying, published by him in 1844; and therefore he may only be permitted to say, in general terms, that all instruments governed by the magnet are subject to variations, which have not, in the present stage of scientific progress, been satisfactorily accounted for.

In some parts of the world there is no variation of the Compass, while in others it amounts to one quarter of the circuit of our globe; in some places, it varies four degrees in ten years, while in this Province the change is only one degree in the same space of time. Neither is this variation regular, for at some times and in some places it inclines to the eastward, and in others to the westward of the true north. In this Province, it is found by the latest observations, to be still progressing westerly.

The needle is also found to be liable to other irregularities in addition to the annual change, to a diurnal change, which is greater in winter than in summer, and more observable in the middle of a hot day than in the morning or evening. In this Province, too, the variation is very different in different parts of the Colony; at St. Andrew's, in its extreme southwestern angle, it amounts to fifteen degrees and forty minutes; while at the mouth of the Bay Chaleur it is twenty-one degrees and fifty minutes; thus differing six degrees between the two extremes of an imaginary diagonal line, passing through the Province, as little more than 200 miles in length.

In addition to these inexplicable changes, the needle is liable to be, and often is, disturbed by local attraction. Ferruginous matter is present, more or less, in almost everything in nature, especially in almost every variety of mineral substance; and the aurora borealis, and other phenomena, are not without their influence. These disturbing causes, although sometimes almost imperceptible, occasionally produce sensible effects on the operations of a survey made by the compass.

It can therefore scarcely be expected that accuracy should be obtained in making surveys of a country, in the utter absence of any proper system of location of the public lands,—and with instruments not only defective, but subject to so many external influences, and to so many strange and perplexing phenomena.

Many persons have so much faith in the accuracy of the compass, that they imagine that all a surveyor has to do is to place it at the starting point, and that by some concealed property it possesses, he may, without further calculations, or even paying any attention to counteracting influences, arrive at the true terminus; there can be no greater mistake than this; especially in re-tracing old lines, or running new ones parallel to those which have been formerly run. In either of these cases he must first ascertain their true magnetic direction,—observe carefully that his instrument is not disturbed by local influences, and otherwise attend closely to its operations; he cannot otherwise with any degree of certainty, make a proper inclosure; a skilful practitioner may thus, with a good magnetic instrument, and by errors balancing errors, make a tolerably correct survey; so much so indeed that European Engineers are often astonished at the degree of accuracy that may thus be obtained, even without removing any large obstacle that may be in the way, and taking the distances on half cleared lines.

The whole system of land surveying, even with such instruments as we have, might be much improved by the establishment of meridian lines, at

convenient distances apart, in order that Surveyors might frequently compare their instruments with such lines, and note the difference, if any; surveys would not be so frequently made with instruments which are out of repair, besides the magnetic phenomena would be better understood by surveyors, and this portion of the public business be infinitely better performed.

PROVINCIAL EDUCATION.

There are few terms in our language with which we have so much to do, and which takes such a latitude of meaning as that of "education." By some it has been considered to consist entirely in a knowledge of Latin, Greek, Hebrew, and the higher branches of mathematics; by others, and we think with much more propriety, in such knowledge as may best fit men for the various duties of life according to the station in which they may be placed.

Education presents itself to us in a two fold aspect; first, man, as a rational and sentient being, is required to learn, progress, and know; and secondly, as a responsible being, his knowledge requires to be rightly directed.

We hold it to be utterly useless and futile to impart scholastic instruction, without giving it direction; supposing a man able to grasp all the languages in existence, unfold and unravel the whole course of metaphysical science, and even to decipher all the intricacies connected with the astral heavens, but still to pursue an immoral and reprobate path; the bestowal of such knowledge, so abused, would be worse than vanity.

It requires no proof beyond that furnished by every day's experience, that, whenever moral and intellectual ignorance prevails, superstition, idolatry, and crime, go hand in hand; and, if the millions of money, to say nothing of the sufferings of criminals and the heart burnings of parents, that have been spent in the punishment of guilt, had been applied in its prevention, how different would the actual state of society have been.

In looking in detail at the various pursuits to which the great of mankind is required to devote its labor, we find that they resolve themselves, generally, into these two great branches, agriculture and commerce; and whatever kind of knowledge tends to develop, and render these pursuits more useful to man, is a great desideratum. As a first and primary principle, however, every citizen of a free state should be so educated as to enable him to understand and appreciate the institutions of his country, the duties that may devolve on him in a public or private capacity, and above all, the whole system should be so morally and religiously directed, as that he may be enabled to shun those rocks upon which the ignorant and unlettered are so often dashed.

All civilized and enlightened countries, in addition to the regulation of their jurisprudence, have their intellectual institutions which are recognized by the body politic. These institutions in some countries are encouraged by and under the direct control of the Legislature; while in others, they take their rise among the democratic body, and are confirmed by legislative enactment.

In both these cases it requires enlightened knowledge to render these scholastic institutions really useful.

Great Britain possesses no national system of education, though frequent attempts have been made to establish one, universally, or generally applicable, but all have hitherto failed. Parliament annually votes large sums of

money in aid of education ; and the nation is blessed with a multiplicity of intellectual institutions of all kinds, many of which are free and accessible to all grades and ranks of society ; still vast numbers of the poorer classes are sent forth to the world unlettered and uncultivated.

On turning to that part of the American Union known as the New England States, many of whose public institutions are worthy of imitation by much older countries, we find that the law now in operation was enacted in 1647, when the population did not exceed 21,000 souls, when the country was a comparative wilderness, when the red man of the forest claimed to be monarch of all he surveyed, and when isolation, poverty, and want were among their chief characteristics. It was then that the Pilgrim Fathers conceived the idea, that the property of all should be taxed by the majority for the education of all ; thus practically saying that " it is better to be taxed for the education of the child, than for the punishment of the man ;" and this was done within five years after the first settlements were formed in that now practically educated country.

This, we believe, is the first attempt at the establishment of free schools upon this system ever promulgated by authority since the Christian era ; and notwithstanding it is of 207 year's standing, with its usefulness ratified by time, and that the world is ascending higher and higher in the intellectual scale, still how few are the countries which have followed this noble, wise, patriotic, and philanthropic example. In those districts of Canada in which a somewhat similar system has been in operation, the attendance of pupils has increased from 50 to 300 per cent.

Under this mode of advancing education, the poor and the rich pay for its support according to their means ; and as a consequence, all have the right to a participation in the benefits of a good practical instruction. " The son of the rich man will drink from the stream of knowledge at the common fountain, and will experience corresponding elevation of thought, sentiment, feeling and pursuit."

Another beauty in this plan is that every parent, having paid his yearly quarter, however little or much, is entitled by law to the education of his children, however numerous ; so that the body politic practically, become trustees, and are all interested in its advancement and public utility. There is this marked difference between the system pursued in the United States and that in Canada. In the former, the taxation, which commenced at this early period of the country's history, is compulsory ; while in the latter, where such astonishing results have been produced, it is optional with the people in their municipalities, whether they will assess themselves or not.

While we believe that New Brunswick, principally through the liberality of its Legislature, is in as efficient a state with regard to its parish schools, as any other country where the free school system does not prevail, still we hope that, if the Province would adopt a similar plan, the existence of an uneducated youth within its limits would be an isolated fact.

The principal objections taken to the free school system of propagating knowledge are, that the higher classes, generally meaning the more wealthy, do not consider the parish school the proper place for the education of their children, and, therefore, they ought not to be taxed for its support ;—and that it is unjust to tax persons for the support of a school, in which they do not participate or from which, from having no children, or any other cause, they do not receive a direct and individual benefit. In answer to these very common and frequently urged objections, we are led first to in-

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quire who are the higher classes; we know that the rich and affluent arrogate to themselves, that distinction, without at all weighing themselves in the scale of moral rectitude; while experience has established the fact that neither the poor nor the rich are the most moral portions of society, but rather those who, comparatively speaking, are neither very poor nor very rich,—those who pursue the middle walks of life—not that it is necessarily so, but this result grows out of the facts that the poor, for want of a moral and intellectual education, for want of training up in the way they should go, too often fall into the ranks of vice and crime; on the other hand, the rich, through the abundance of wealth, and in the absence of moral education, are apt to run into profligacy, and by their examples produce the worst effects upon the other grades of society, inasmuch as this class generally supplies the rules, and we find that vice almost universally descends from rulers to subjects. But when wealth is accompanied by education, moral as well as intellectual, its recipient will, never for a moment, entertain the idea that to educate his children in the parish school, together with those of the poor but honest man, is beneath his dignity; but on the contrary he will be glad to assist by example, precept, and means, to elevate the character of these around him; if, in after life, his children have the leisure and ability (which cannot fall to the lot of all) to improve the elementary education thus given, the means are, of course, open to him to give them these further advantages.

These objections further imply that some are benefited, but those who directly send pupils to the schools, which in the absence, is not true; for if moral and intellectual education lessen a man's money, which no one, we presume, will venture to deny, then it must save money, which is all important in this money-making age, by lessening the cost of prosecutions and of maintenance of criminals. Besides this it adds to the safety of life and property, and adds to the value of property in every well ordered community. And further, the philanthropic feelings which must be impressed on every breast, when he sees the blessings of well directed intelligence spread around him, ought to be some compensation for a pecuniary outlay.

The question then arises, believing this system, if realized, to be replete, with all that is necessary to good and wholesome education, what is the duty of the Legislature with regard to it. It is the opinion of some that its adoption should be made compulsory by legislative enactment. Notwithstanding, however, that we are decidedly in favor of this principle, we do not believe that this is the proper way to promote education among a free and intelligent people, and we are inclined to prefer the Canadian system, which leaves it to every municipality to adopt the compulsory plan, but encourages its adoption by affording it legislative encouragement.

The enforcing this measure by immediate compulsory enactment among a people whose voice is sovereign in the making as well as the administration of the laws would be inexpedient. Conviction must precede legislation, and to produce this, let competent persons be employed, whose duty it shall be to visit every settlement however remote, and to explain by lecture both to parents and children, the advantages of acquiring education, and the best system for advancing it; thus not only may every man be roused to a participation in its blessings, but the free school system, modified as in Canada, once approved by the majority of the people, will soon become the law of the land.

There have been, from time to time, various legislative enactments in this

Province for the encouragement of education. We shall not go farther back than the Act of 1833, which provided for the appointment of three Trustees in each parish, who had power to divide it into school districts, assist the inhabitants in employing a teacher, examine him as to his qualifications, watch over his proceedings, and displace him for misconduct. They were further to certify the schools to the Justices at general Sessions, provided the school was kept for six or twelve months pursuant to agreement, and to their satisfaction; the inhabitants had to pay to each male teacher £20, and to each female £10 per annum, or to provide them with board, lodging and washing, and on these facts being certified by the Justices to the Administrator of the Government, each male and female drew the same amounts respectively by warrant on the treasury.

These are some of the principal provisions of an Act, passed upwards of twenty years ago.

Now it may be asked why this act did not more effectually advance education, as the operations were under the immediate control of the people themselves; the trustees were annually appointed by the Sessions, and the inhabitants, together with those trustees possessed the sole power of employing the teacher; in fact, all the supervision was virtually placed in their joint hands.

This failure may be attributed to the following causes:—

1st, On account of the difficulty of finding, at that time, persons in each parish competent to the perform the duty of Trustees.

2d. This arduous duty had to be performed gratis, hence it was neglected.

3d. In consequence of a want of means, either real or supposed, teachers were generally employed with a greater regard to cheapness than to their moral or intellectual qualifications.

4th. The paltry sums paid for tuition fees were not sufficient inducement to persons to qualify themselves for the proper discharge of these duties; hence it followed that few but incompetent and unfit, and in many cases, indigent persons, were candidates for the office of school teacher.

In consequence of this incompetency among the teachers, the Legislature in 1837, passed another act, the provisions of which did not much differ from those of 1833, except that a board of education consisting of three or more persons was appointed for each county, whose duty it was to receive applications from, and to examine all persons desirous of teaching school, and to report thereon to the Government.

By this Act, little, if any, improvement was effected in the management of parish schools; generally speaking, the same persons who taught under the former act, were continued; however it remained in operation until 1840, when an act was passed in amendment of that of 1837, the principal alterations being an increase of the teachers allowance, giving an average of £180 and £260 as the extremes for any one parish.

This Act not giving satisfaction in its working, the whole was remodelled, and in 1847, a new act was passed, the principal provisions of which were:—

1st. A Provincial Board of Education, composed of the Administrator of the Government, with the Executive Council.

2d. The establishment of a training school at Fredericton, where licensed teachers were required to attend for the space of ten weeks, to receive instruction in the art of teaching; for which attendance each candidate received ten shillings per week.

3d. Trained teachers to be classified by the Board according to their qua-

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fications; the first class receiving £30, the second £22, and the third £18 per annum.

4th. A sum of £1000 was placed at the disposal of the Provincial Board of Education, for the purpose of providing books, apparatus, &c., for the use of parish schools; the average Provincial allowance to each parish was £180, and the maximum £260 as by the last act.

5th. All licensed teachers who did not avail themselves of the training school, were to receive £20, subject to a reduction to £13, as teachers of the lowest class, should they neglect, after a reasonable time to attend at that establishment.

6th. The Trustees were given the same powers as under the former acts, except that of judging of the teachers literary qualifications.

This act continued in force until 1852, when all former acts were repealed, and a measure substituted, the principal features of which are:—

1st. The appointment of a Provincial Superintendent, and a local inspector for each county.

2d. A clause providing for the voluntary adoption of the assessment principle for the support of teachers, &c., whenever a majority of the rate payers upon property of any parish or districts shall decide upon such a course.

3d. A Board of Education as before; the Superintendent, who is Secretary to the Board, being a member also; such Superintendent to receive a salary of £200 per annum, and £50 for travelling expenses, while visiting various parts of the Province once a year.

4th. Trustees are required to divide parishes into districts, to assist in providing school-houses, and procuring teachers, and have power to suspend or dismiss such teachers for improper conduct.

5th. The average allowance is £200 to each parish, and not more than £260 to any one parish.

6th. All teachers in such parishes as have adopted the assessment principle are allowed 25 per cent over and above the allowance to teachers of the same class in other parishes.

7th. A training school is established at St. John also, with male and female instructors, where teachers and candidates may obtain first or second class licences. Teachers of the lowest class may obtain authority to teach from the superintendent on producing a certificate from the local inspector.

We have now but one more act to refer to, making, however, no less than six statutes "for the better establishment and maintenance of parish schools," in little more than 20 years. This act, passed in 1854, merely alters one section of the preceding act, giving the following salaries:—

	Per annum.	
First class	£37 10 0	} Male Teachers.
Second "	30 0 0	
Third "	22 10 0	
First class	27 10 0	} Female Teachers.
Second "	22 10 0	
Third "	17 10 0	

The partial failure of these acts, to effect the amount of good required, has resulted, in a great measure, from their ineffective provisions, as well as from the want of energy on the part of parents. Notwithstanding that the first act gave the control entirely to those most interested in its operation, the people at large, still it did not effect even so much for the advancement

of education as was anticipated from it. It may be submitted whether the schools of the Province would not have been more efficient than they are at the present day, if the Legislature had continued this act, and increased the salaries of the teachers to what they now are, dividing the amount now paid to the Superintendant and Inspectors, £1738, among the Trustees of each parish, this would have allowed £18 to each parish, an inadequate remuneration it is true, but still better than nothing; and public duties, gratuitously performed, are seldom, if ever, satisfactorily done, especially in a new country where the economical devotion of time is a first principle, and where there are comparatively few who can afford to give up much time to public matters without some compensation.

If Trustees had, under the provisions of this act, been annually elected, and properly remunerated, the public would have watched their proceedings with a more jealous eye, other persons would have prepared themselves for the office, and thus an additional interest and a degree of emulation would have been diffused among the people; and had the allowance to teachers been increased to its present amount, they would have been better able to procure books for their own use, have given more attention to study, and thus have rendered themselves more useful in their vocation.

With reference to the present law, it is true that while the sum paid to teachers is more adequate than formerly, yet the amount given to Inspectors is too small to ensure satisfactory results; hence many of the visits have to be hurried, and little more than nominal, and the parents, instead of visiting the schools in company with the Inspector, seldom know when he comes or whither he goes. Trustees too have still a duty to perform, but as they get no pay, it is seldom attended to; and by this means the whole management passes into the hands of persons over whom the people have no direct control.

While these are some of the faults of the present system, still it must be admitted that it has many good features. The classification of teachers, thereby encouraging emulation.

The training school for teachers, a great step towards uniformity of system.

Quarterly reports of every school in the Province; hence the state of the schools is obvious to every one desirous of becoming acquainted with this important department. A better and more uniform supply of books and apparatus.

And the whole under the supervision of His Excellency the Lieutenant Governor, the Executive Council, and the Provincial Superintendant of Education, a gentleman well versed in the whole routine of scholastic instruction.

The following table will shew the number of schools and pupils for the years thereby indicated:

	1851.	1852.	1853.	Increase.
Number of schools		688	744	56
“ of pupils	18,386	18,591	24,127	5,536

The annual report on the parish schools for 1854, recently published, is incomplete, but the superintendants estimate from the returns made, that the attendance of pupils in that year amounted to 26,290.

It will be seen by the census of 1851, that there were 18,386 pupils then attending parish schools—a number, we believe, to be much beyond the truth; there may have been this number perhaps at school at intervals dur-

ing that year, in the way that parents too often send their children to school ; say that for one month they send two or three, for the next month none, and for the month after, one,—a plan as ruinous to the advancement of education in the children, as it is unfair to the laws by which it is regulated, and unjust and prejudicial to the teachers. Whatever time parents can afford to send their children to school, should be continuous and unbroken ; for it cannot be expected that children will learn, unless endowed with miraculous powers, when they are only allowed to attend school for three, four or five weeks at a time, with an interval of five or six months of neglect.

It will be observed, from the above table, that, assuming the census of 1851 to be correct, the increased attendance in 1852 only numbered 205, while that in 1853 exceeded the preceding year by 5,536. This large and sudden increase may, perhaps, be attributed, in some measure, to the operations of the new law ; but when we consider the prostrate state of agriculture and commerce during 1852, and several of the preceding years, and the sudden burst of improvement that immediately followed, we believe that the increase is more attributable to the increased pecuniary support that each family was enabled to afford to this object, and their better ability to send their children to school, aided by the slow but gradual perception of the benefits of education among the people, than to the operation of any law ; and the estimate for 1854, which we have given above, seems to warrant this assumption.

Though we believe that there are few families in the Province who do not indirectly participate in the benefits of education, yet, on comparing the number of pupils attending parish schools with that of the families, it will be found that nearly one-third of the latter do not avail themselves of the educational system thus established. While this is the case, and one-third of the families send no child to school, it must be obvious that there is a very great deficiency, according to this calculation, in the amount of school attendance. It may here be observed that New Brunswick sends 120 children to school, out of every thousand of its inhabitants ; Nova Scotia 110, and Prince Edward Island 165, out of the same number. In the latter, the compulsory assessment system has been introduced. (*See the article on Education, in the chapter on Prince Edward Island.*)

This Province has devoted, annually, the large sum of £16,000 to the purposes of education. In 1853, indeed, the sum expended was £18,878 13s. 0d., which has been further augmented, in consequence of the increased salaries to the teachers, £22,587 in the present year. Of the monies thus granted for educational purposes in 1853, there were £13,656 9s. devoted to the advancement of parish schools.

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A Table, shewing the population of each County in 1851, the pupils at school in 1853, and the number of schools and other literary institutions in that year.

Counties.	Popula- tion in 1851.	Pupils at parish schools in 1853.	No. of schools.	Other literary institutions.
Albert,	6,313	994	33	Grammar School,
Carleton,	11,108	1,612	56	Do.
Charlotte,	19,938	2,702	122	Do. St. Stephen's Academy.
Gloucester,	11,704	1,167	35	Do.
Kent,	11,410	1,169	36	Do.
King's,	18,842	2,507	97	
Northumberland,	15,064	2,304	58	Grammar School and Roman Catholic School.
Queen's,	10,634	1,643	65	Grammar School.
Restigouche,	4,161	508	22	Do.
Saint John,	38,475	2,869	64	Grammar, Roman Catholic, African and Commercial School.
Sunbury,	5,301	751	22	Grammar School.
Victoria,	5,408	275	12	Do.
Westmoreland,	17,814	2,967	95	Male and Female Academies, and French College.
York,	17,628	2,659	57	King's College, Collegiate School, Baptist Seminary, Infant School, and R. C. School.
Totals,	193,800	24,127	774	There are Madras and other schools in the Province, in addition to the above.

In the year 1853, there were	21,074	learning spelling,
“ “ “	18,927	“ reading,
“ “ “	13,573	“ writing,
“ “ “	9,527	“ arithmetic,
“ “ “	4,151	“ English grammar,
“ “ “	3,606	“ geography,
“ “ “	1,329	“ history,
“ “ “	505	“ book-keeping,
“ “ “	181	“ geometry,
“ “ “	197	“ mensuration,
“ “ “	75	“ land surveying,
“ “ “	21	“ navigation,
“ “ “	66	“ algebra,
“ “ “	578	“ other subjects,
“ “ “	2,050	“ common needle-work.

The above numbers and list of subjects are all taught in the parish schools, in addition to the numbers educated, and branches of education taught, in other institutions throughout the Province.

Table, shewing the classification of Teachers :

First class,	87	} Male teachers.	} Total of both sexes— 715.
Second do.,	122		
Third do.,	253		
<i>Total,</i>	462	} Female teach- ers.	
First class,	46		
Second do.,	40		
Third do.,	167		
<i>Total,</i>	258		

Religious Persuasion of Teachers :

Episcopalian,	179
Roman Catholic,	155
Presbyterian,	106
Methodist,	90
Baptist,	146
Congregationalist,	5
Other denominations,	19

The total amount, including Provincial allowances, sums realized by assessment, subscriptions by inhabitants and from various other sources, which was expended during the year 1853, for the support of parish schools was

	£22,587
Granted in aid of other institutions	5,222

Making the grand total in aid of education in the Province £27,809

This gross amount is in addition to the support given to numerous private schools, and other similar institutions, which are not under the direct control of the Board of Education, from whose reports we have extracted the principal part of the foregoing tabular statements.

These returns shew the small number who attend the higher branches, compared to those who engage in the elementary studies.

By the census of 1851, it appears that, out of a population of 193,800 souls, there were only 502 who attended grammar schools. Thus we see that but little interest is taken by the mass of the people in the higher studies—these who learn geography are only 181; land surveying 75, navigation 21; and algebra 66. As it is very common for one student to attend to various branches at the same time, the number who made either the sole object of study must be very few. It follows, therefore, that the Province have been legislating for education a head of the legitimate wants of the people, besides the amount given for county grammar schools, at a great cost to the Province, large sums have been granted to Collegiate institutions at the expense of the many, and only to the advantage of the few, without producing a commensurate amount of general utility.

King's College.—This institution was established at Fredericton by Royal Charter in 1828, under the patronage of Sir Howard Douglas, then Governor of New Brunswick. It is amply provided with highly competent professors, a library and philosophical apparatus, with an observatory; so that a thorough classical and philosophical education may be obtained at it.

It receives annually the large endowment of £2,000 sterling, one half from the British Crown, and the other from the Provincial Legislature; it possesses besides a tract of 6,000 acres of valuable land adjacent to the college, and the total revenue from all sources is £2,561 annually.

Strong objections have been urged to its receiving such large sums from the public funds, while it was sectarian and exclusive in its operations. Frequent applications have been made to the Legislature, and a correspondence opened with the Imperial Government as to the allowing other denominations besides the Church of England, to participate in its management, and otherwise modifying its exclusive character. This, in some measure, has been effected, but it is still under sectarian control.

The salaries of the Professors and other incidental expenses amounted, in the year 1852, to more than £1,800.

There is also a *Collegiate School* in Fredericton, ably conducted, where

pupils pursue all the necessary branches to qualify them for matriculation at the College. It receives the annual sum of £350 from the College fund; so that the amount actually paid in defraying the expenses of these two establishments, is over £2,200, while the average number of students who annually attend at the College does not exceed sixty-five; therefore, each student educated there costs £30, at least, of public money.

King's College was erected at a great cost, and at a time when the Province was unprepared to support it; and scarcely, even at the present day, twenty-six years since its foundation, is the state of society sufficiently advanced to support such an establishment, especially considering the number of other literary institutions now in being. So that if the large amount of money, £26,000 sterling, which have been paid out of the public funds of the Province, together with its other endowments, besides an equal amount from the British Crown, had been expended in elevating and endowing the common schools, in which almost all the useful and practical men of the country receive their education, what a blessing it would have been to the Province.

If, indeed, a thorough University, where creed should not be considered; but where moral and intellectual endowments should be the only test, were established near the common boundary for both Nova Scotia and New Brunswick, and in which both Provinces could participate in common, and the surplus of all the endowments not properly required for this purpose, bestowed on the improvement of the parish schools, a new era in moral and scholastic instruction would characterize the Province.

Since the foregoing observations were written, the Commissioners appointed by the Government have made their report on this institution, embodying many useful recommendations; one of the principal being the establishment of a University, with which other educational institutions may be affiliated. They also recommend the embracing many branches of practical education, not heretofore taught in the College, but which, in the words of the Report, "will best qualify them (the students) to advance their own interests and those of their country, in the capacity of farmers, merchants, manufacturers, engineers, architects, mechanics, navigators, or professional men."

There is other important subjects which seems to have received the full attention of the commissioners, and their report affirms that "no youth can be properly educated who is not instructed in religion as well as in science and literature."

Baptist Seminary.—This institution was established in Fredericton in 1836, by the Baptists of the Province. It is supported, with the exception of an annual Legislative Grant of £250, by the denomination to which it belongs. It has been found a useful institution of learning, and has done much in elevating the educational standard of the Province by diffusing a knowledge of the classics, and the higher branches of science.

Sackville Academy, in Westmoreland county, was built by private subscription in 1843. It receives an annual donation of £300 from the Provincial Legislature of New Brunswick, and another of £150 from that of Nova Scotia. It is under the control of the Methodist Denomination; the subjects taught are classics, natural and moral philosophy, mathematics, and divinity. It gave instruction, in June, 1854, to 119 students.

Female Academy at Sackville which also receives a legislative allowance of £300. This institution was established in 1854, under the management

of the same body of Christians. The instruction given is under the direction of a female Principal of high literary standing, and the other preceptresses are extremely well qualified for their task; the number of pupils already admitted exceeds one hundred.

Both these last named Institutions are situated in a healthy part of the Province, and are calculated to promote the intellectual progress of its youth of both sexes.

The country round the head of the Bay of Fundy is as highly favored in an educational point of view as any other part of the Province. In addition to the two Academies already described, there are two other schools, both female, in that neighborhood; one at Amherst in Nova Scotia, and the other near Fort Cumberland; and strange to say, that as these institutions have increased in number, so have the pupils in each; a fact which evidently shews that education has recently received a fresh and satisfactory stimulus.

In the city of Saint John, there are a number of literary institutions, all of which receive Legislative aid.

<i>The Madras School</i> , which is under the supervision of the Administrator of the Government and the heads of the principal departments, receives annually	£400 0 0
The grammar school, a very superior one	100 0 0
Roman Catholic School	150 0 0
African School	50 0 0
Commercial School	50 0 0

Grammar Schools.—Every county, the inhabitants of which shall subscribe the sum of £50 in payment of a teacher, is entitled to have a Grammar School, the Government allowance being £100 per annum. There are at present twelve of these institutions in the Province, in addition to several other schools of a high order.

These Grammar Schools are, next to the parish schools, the most useful in the Province; they are entirely free from that sectarian element which enters, more or less, into all denominational establishments of this nature.

However, at the present time, many of the parish schoolmasters are fully competent to give instruction in all the branches required to be taught in the grammar schools, and may therefore be said to have in a great measure superseded them, especially as board and lodging are great obstacles in the way of many boys availing themselves of the grammar schools. The teachers of parish schools being generally migratory, though not necessarily so, their usefulness becomes more generally diffused; whereas there can only be one grammar school in each county, and that stationary, generally in the county town. At many of the parish schools, grammar, and some of the higher branches of education, are actually taught, and if a plan could be devised for making these grammar schools migratory, according to the wants of the population, their utility would be more practical, and the benefits to be derived from them would be participated in by a far greater number.

The establishment of school libraries has not yet been attempted in this Province, though in Upper Canada 75,000 volumes are in circulation. We hope the attention of the public will, in future, be directed to this praiseworthy object.

Literature.—The Literature of the Province, both moral and intellectual, is on equal footing with that of the growing countries by which it is surrounded, and is far in advance, especially in a moral point of view, of

many of the countries of Europe. The truth of the maxim is daily becoming more manifest, that success is the offspring of diligence, and eminence the fruit of steady application and laborious effort.

In addition to the frequent publication of works on moral, religious, historical, statistical and scientific subjects, there are, besides two daily papers, published in the city of Saint John, twenty weekly newspapers published in the Province, as follows: -

<i>Place.</i>	<i>Names of papers.</i>
Saint John,	Morning News,
“ “	Courier,
“ “	Observer,
“ “	Freeman,
“ “	New Brunswicker,
“ “	Church Witness.
York, City of Fredericton,	Royal Gazette,
“ “ “	Head Quarters,
“ “ “	Reporter,
“ “ “	Temperance Telegraph,
Charlotte, St. Stephen's,	The Pilot,
“ St. Andrew's,	The Standard,
“ “	The Family Gazette and Charlotte County Advertiser.
Carleton, Woodstock,	Carleton Sentinel,
“ “	Woodstock Journal,
“ “	Temperance Advocate.
Northumberland, Chatham,	Gleaner.
Westmoreland, the Bend,	Westmoreland Times.

English literature is eagerly sought for, and vast numbers of newspapers are circulated on the arrival of every mail from Europe.

In many respects, there is great attention paid to morality and religion in every department in the Province. The appointment by the Government of clergymen, irrespective of creed, to examine its grammar schools and other literary institutions, the closing of public offices, and, in a measure, the stoppage of the travelling of the mails on the Sabbath day, and a course of good wholesome laws, for the suppression of public immoralities, are among those good things at which the country may rejoice. Still there is ample room for a vast amount of further reform in the moral atmosphere of the Province.

The inference to be drawn from the preceding Statistics of Provincial Education is that few countries, with such a paucity of population, and that scattered over 20,000,000 acres of territory, are higher privileged, few have better prospects ahead; a continually increasing desire for the acquisition of knowledge, morally, intellectually, and physically, among the mass of the people, with a growing supply for all our domestic wants, and every prospect of an increased revenue, must all essentially tend to the elevation of its inhabitants, and ultimately to the legitimate development of the resources of the Colony.

In concluding this important subject, we may be allowed to say, that we find ample room for congratulation to our provincial fellow-countrymen on the situation and prospects of this favored land, we do not possess a dense population, nor have we the advantage of being surrounded by countries rich in historical recollections; but we can rejoice in a country which, though

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but a few years ago, a comparative wilderness, the habitation of savages, now boasts its free and liberal institutions, diffusing knowledge through every village, in which two or three may be gathered together, however isolated or solitary, within its limits—a country which allowing every inhabitant the utmost liberty of conscience to worship the Almighty as he pleases, provides ample means of religious as well as moral instruction, and is surrounded by other sister Provinces, and by States which are equally alive to these subjects—to the moral and intellectual march of the understanding, and, in one word, to the elevation of the human mind by the proper application of matter. And we are warranted in drawing the inference, that thus instruction, precept and example, coupled with the cheapness of books, and with almost every other mental facility, must inevitably produce the same results among ourselves as they have done in other countries in which their operation has been longer and more vigorously applied.

RELIGIOUS DENOMINATIONS.

Neither the number of adherents or churches belonging to any of the bodies comprising the religious denominations of the Province, are given in the census of 1851; so that the numerical strength of each cannot be stated. The following are the principal sects into which the inhabitants of the Province are divided :

Church of England,	}	Presbyterians.
Kirk of Scotland		
Free Church		
Reformed Church		
Church of Nova Scotia	}	Associated Baptist Churches
Free Christian Baptist		
General		
Wesleyan Methodists		
Roman Catholics		
Congregationalists.		

These comprize the principal religious denominations, and geographically considered, they are interspersed throughout the various districts. It would be difficult to find a settlement of any considerable extent, in which there are not to be found persons adhering to each of these religious divisions.

The Episcopal Church is presided over by a Bishop, who resides at Fredericton, where a Cathedral is erected. By the census of 1840, there were sixty-one places of worship belonging to it; and at the present time, it possesses as many clergymen as it then had churches, who are scattered throughout the Province.

The various bodies comprized in the *Presbyterian Church*, in 1840, owned thirty-two places of worship. This body, unitedly, can now boast of twenty-eight clergymen in various districts, and there are eight vacant stations.

The Associated Baptist Churches in 1840, had erected sixty-one places of worship; at this day they have eighty pastors located among their several congregations; they have the largest number of clergy of any christian body in the Province.

Wesleyan Methodist Church.—This body, in 1840, owned forty-four places of worship; at the present time it numbers thirty-four clergymen. They are an active influential body, and deserve credit for attention to their educational institutions.

The Roman Catholic Church is presided over by a Bishop, whose residence is in Saint John, where a cathedral is now being erected. In 1840, there were fifty-one places of worship attached to it; it has now only twenty-seven clergymen, while its adherents, widely scattered throughout the Colony, exceed those of any other religious body.

The other denominations, including the *Congregationalists*, who number only four clergymen, are comparatively small.

The total number of Churches in 1851, was	423
“ “ “ 1840, “	268
	—
	155

Thus it will be seen that while the inhabitants of the Province have been increasing in number, progressing in wealth and in the improvement of the country, and promoting their educational institutions, they have not forgotten to erect places of worship where each may do public homage to his Creator according to the dictates of his own conscience. And it may be remarked, as not the least favorable characteristic of the Province, that, generally speaking, every professor of Christianity adheres to his own Church without molesting or “bringing railing accusations” against those who may differ from him; hence religious discord is almost unknown, and peace on this subject at least, generally prevails throughout the whole community.

ADDENDA.

Since the foregoing pages went to press, some important alterations have been made by the New Brunswick Legislature, in the civil divisions, judicial proceedings, &c., of the Province, a brief outline of which we insert in this place.

CIVIL DIVISIONS.

COUNTY OF YORK.—*The parish of Manners Sutton* is situate on the south-west side of the river Saint John, and is formed by part of what formerly constituted the south-western section of the parish of Kingsclear, and about one-half the breadth of Prince William, bounded by a line running from Lake George parallel to the adjoining parish lines, until it meets the county of Charlotte.

The parish of Canterbury was erected out of that of Dumfries, and is situate in the most western portion of the county of York.

COUNTY OF ALBERT.—The parish of Harvey was divided, and a new parish, called *Alma*, erected; the latter is situate in the western part of the county, and abuts on the Bay of Fundy, and the counties of St. John and King's.

COUNTY OF GLOUCESTER.—All the northern part of the parish of Saumarez, formed by lines running from Tracadie; westerly to the parish of Bathurst, was constituted a separate parish, called *Inkerman*.

COUNTY OF KENT.—The southern part of the parish of Carleton, bounded by a line running westerly from the sea shore, was created into a separate parish, by the name of *Palmerston*.

Thus there are now one hundred and nine parishes in the Province of New Brunswick.

JUDICIAL.

By a recent enactment, "every male inhabitant, between the ages of twenty-one and sixty years, being a British subject, and possessed, in the county where he resides, of real or personal estate, or both together, of the value of one hundred pounds, shall be qualified to serve as a grand or petit juror."

Twenty-one petit jurors, and twenty-four grand jurors, have to be summoned to attend each court.

"The petit jury, for the trial of all civil causes, investigations, and issues, and also informations on the exchequer side of the court, shall consist of seven persons, and for criminal cases, of twelve. * * * * And if they cannot agree within two hours, any five of their number may return a verdict; but in all criminal cases, the jury must be unanimous. * * * The practice of keeping a jury without meat, drink, or any other comfort, until they agree upon their verdict, is hereby abolished."

Every petit juror receives five shillings per day for every day's attendance, and six pence per mile for travelling fees.—Chap. XXIV., 1855.

The remarks made in a former part of this volume, page 32, have thus, in a great measure, been applied, as far as this Province is concerned; and it is to be hoped that, from the admirable working, already experienced, of the new law respecting jurors, that the other Provinces will soon follow in the same train of judicial reform.

POLITICAL.

The Postmaster General is now made a political officer, and a member of the Executive Council, with a salary of £600 per annum, and power is given to his Excellency to appoint a Postmaster at Saint John, who is to have a salary of £400 per annum.

A Board of Works has been organized, and a Chief Commissioner appointed, with a salary of £600 per annum. He has all the powers pertaining to a supervisor, and all the great roads and bridges in the Province, but not the bye-roads, are under the control of this department.

An act has recently been passed, giving the inhabitants in each parish power to elect commissioners, to expend any monies that may be granted for the bye-roads in their respective parishes.

We cannot see any good reason why this important reform cannot be carried a little farther; so that the inhabitants in each parish should have the road monies in gross, in order that they might divide, as necessity might require. Such a course would save much time and monies spent in legislation; besides, the amount granted would, no doubt, be expended more in accordance with the requirements of the people.

CHAPTER IV.

BRIEF OUTLINE OF THE HISTORY OF NOVA SCOTIA.

In our account of New Brunswick, we have given a sketch of the discovery and early history of America, with other archeological memoranda relating to the various treaties entered into by the two great nations then contending for supremacy in the northern section of this continent; and we have endeavored very briefly to notice the events of those times, so far as New Brunswick is concerned. For this information, as well as for the following, we are indebted to various sources, but principally to Haliburton's History of Nova Scotia,—an author to whom these Colonies are under great obligations for having preserved their early history from oblivion.

We propose now to give some account of the early history of Nova Scotia, which, as well as New Brunswick, formed a part of ancient Arcadie, or New France; the details of which are replete with vicissitudes of no ordinary character, arising from the keen contests carried for its ownership, which we may attribute to its prominent peninsular position, giving it the command of the northern seas, as well as to its vast capabilities, as regards its agricultural, its piscatory, its forest and mineral resources.

After the discovery of the American continent, in 1492, by Columbus, whose name it should have borne, as due reward for his thus "acquiring for one half of the world a knowledge of the other," there were various adventurers who filled up parts of the outline thus opened. Americus Vesputius, a Florentine, enjoyed the honor denied to Columbus—that of naming the continent; his voyage was made in 1499. Two years previously, in 1497, Cabot took possession of a large portion of these northern shores, in the name of Henry VII. of England. In 1525, Vevazzano endeavored to lay claim to some part of these possessions, in the name of Francis I. of France.

In 1498, Cabot discovered Newfoundland, of which Sir Humphrey Gilbert took more formal possession, in the name of England, in 1583. In 1590, Cape Breton was resorted to by persons from England; but the earliest attempt at the colonization of Nova Scotia appears to have been made in 1598 by the Marquis de la Roche, under Henry the Fourth of France. A more general knowledge of this coast, and its geographical character, was reserved for De Monts, whose researches have been already mentioned, and who was appointed by the same sovereign, in 1604, Governor General of New France, which embraced Nova Scotia as well as a large additional portion of the northern part of the continent, extending from the 40th to the 46th degrees of north latitude.

However, notwithstanding the possession thus taken by France, "the discovery of Cabot, the formal possession taken by Sir Humphrey, and the actual residence of Sir John Gilbert, his brother, are considered by the

English, as the foundation of the right and title of the Crown of England, not only to the territory of Newfoundland, and the fishery on its banks, but to the whole of its possessions in North America." Haliburton, vol. 1, p 8.

De Monts, in his voyage in 1604, landed at Liverpool, then the residence of a French trader, named Rossignol, who was trading with the savages without licence, and whose property he therefore confiscated. The name of the great lake at the head of the Liverpool river, in Queens' county, is the only memorial left of this French adventurer.

Numerous settlements and forts were established by De Monts on various parts of Nova Scotia and New Brunswick, which was also included in his government. This enterprising navigator, having explored various parts of the Bay of Fundy coast, returned to Port Royal (now Annapolis) and there established a town, which was afterwards granted by France to Monsieur Pontreincourt, on condition that he should attend to the conversion of the natives. This settlement was destroyed in 1618 by Sir Samuel Argyle, Governor of Virginia, in the name of Great Britain.

In the year 1621, the whole territory, from the St. Lawrence, was granted by James I to Sir William Alexander, afterwards Earl of Stirling, he was invested with all but royal prerogatives. The principal reservations made in this extensive grant, which was afterwards removed and extended by Charles I, was a tenth part of all the royal mines of gold and silver, and five per cent on the imports and exports, after the exploration of the first seven years. This nobleman gave to Acadia, or L'Acadie, the name of Nova Scotia or New Scotland. He, with several of his countrymen of distinction, fitted out fourteen vessels and effected some settlements; they captured several French transports laden with ordnance and stores bound from Quebec to Nova Scotia.

Sir William Alexander conveyed to Claude de la Tour, a Frenchman who had married an English lady, and been created one of the Baronets of Nova Scotia, the whole of that Province, except Isle Royale, now called Cape Breton. At this time La Tour's son had possession of Cape Sable for the French, and repulsed his father. Subsequently, however, La Tour returned to England, and engaged with Lord Stirling, to cede to his son the Cape and a large portion of the adjoining territory.

Great Britain was now master of this country, but, by the treaty of St. Germans, in 1632, Charles I unceremoniously agreed to render to France the Province of Acadia; whereupon Louis XIII divided it among a number of his subjects. Charnise was first sent from France, as Commander-in-Chief, whose landing was opposed by La Tour the younger; the contest ended in the overthrow and death of the former, when the latter married his widow, and claimed Nova Scotia as his own property, grounding his rights on his father's agreement with Lord Stirling, but holding it for the Crown of France.

In 1634 Cromwell re-conquered the country, and granted it to Sir Thomas Temple; William Crounc also obtained a larger tract; the former purchased La Tour's claim, opened a trade, and expended about £16,000 in the erection of fortifications.

But by the treaty of Breda,* in 1667, it was again ceded to France, and that Government agreed to refund to its former possessor, Sir Thomas Temple, the £16,000 expended by him, but failed in doing so. During all this time, but little progress was made in the improvement of the country; the

*A city of Brabant.

inhabitants, who were principally French, were disheartened by the frequent changes taking place in their allegiance, which was sometimes due to one sovereign and sometimes to another; so that almost all the settlements in the Colony were confined to the banks of the rivers emptying into the Bay of Fundy; while Port Royal, La Have, and Chedabucto were the principal fortifications. The French population, it is said, at this time, did not exceed 1000 persons.

By the conditions annexed to this treaty England was to hold Montserrat, St. Christopher's, and Antigua, in the West Indies; Charles II. thereupon ordered his subjects to relinquish all their rights to France, when the latter power commenced strengthening the fortifications, and the erection of new ones at Canseau, and Pesequid, now called Windsor.

During a period of twenty years peace which succeeded the treaty of Breda, this section of America did not make much progress in the scale of general improvements; and the fortifications were allowed to decay; so that, on the declaration of war against France by Great Britain, in 1686, Sir William Phipps, a native of Massachusetts, was placed in command of 700 men, one frigate of 40 guns, and two ships, one of 16 and another of 8 guns, and in the following year attacked Port Royal which was dilapidated, and only protected by 90 troops; the governor, Manival, entered into a verbal treaty with him, and Phipps then re-embarked with his men, compelling Manival and 40 of his soldiers to accompany him. Before returning to Massachusetts, Phipps attacked Chedabucto, but the garrison persisted in its defence until the English had set fire to their buildings, when terms of capitulation were obtained. As Port Royal was now unprotected by military fortifications, its inhabitants were plundered by pirates, who hanged some of them, burnt their houses and destroyed their cattle.

The Governor, Villabon, who now arrived from France, to take command of Acadia, found the English in possession of Port Royal, which was not protected by any troops: he re-took the place, and, being re-inforced by two ships and aided by the Indians, who were partial to France, but would ally themselves to which ever party would pay them best he captured Pesequid in the year 1696. In consequence of this act, the Bostonians dispatched Col. Church, with 500 men, who attacked Nova Scotia, landing at Beau Basin, (a beautiful basin) now Fort Cumberland, and ravaged the country, giving quarter to the French, but killing the Indians, and destroying the dykes and other improvements made by the French settlers.

This truly deplorable state of things continued for some time, the inhabitants being continually harassed, their property destroyed, and themselves made to swear allegiance to each successful party under promises of protection, which were not always kept. But by the treaty of Ryswick,* in 1696, Acadia was restored to France. By this treaty an attempt was made by the two powers, once more at peace, to establish a boundary line between their respective territories, which was fixed at the river St. Croix, now the western boundary of New Brunswick. But as most of the names of these rivers were in the Indian language, it became a question which of two rivers on that coast was the one intended.

The long continuance, and the harassing character of the wars had engendered among the subjects of the two nations, the strongest feelings of animosity against each other; so that continual encroachments were made on their respective limits; and as Louis XIV. had acknowledged the Pre-

*A town in South Holland.

tender as king of England, war was again declared on the 4th of May, 1710. This war lasted eleven years, during which period the people of this country were again subjected to most serious privations and difficulties; and in order to retaliate for some injuries, real or supposed, "an armament, consisting of three men-of-war, fourteen transports, and 36 whale-boats, having on board 550 soldiers, under the immediate command of Col. Church, was fitted out in 1704, for the purpose of ravaging the French settlements in Nova Scotia." Haliburton; v. 1, p. 83.

In 1707 the New England States dispatched a force of 1000 men with two ships of war, against Nova Scotia. The first place attacked was Port Royal where they were repulsed two different times, and the enterprize was for the time abandoned. In 1710 an armament was fitted out under the command of General Nickelson, an able officer, consisting of four men-of-war and the Starbomb, and Massachusetts Provincial Galley, with twenty-nine transports and a tender conveying five regiments of men, who arrived off Port Royal in September. At the entrance to the harbor one of the transports was wrecked and 26 men with all the stores on board were lost. There were only 260 effective men in garrison to oppose this formidable force, and the commandant entered into articles of capitulation on the 2d of October, when 258 soldiers, and some others, amounting in the whole to 481 persons, were taken prisoners, all of whom were transported to Rockelle. The English only lost 14 or 15 men, besides those who perished in the transport. General Nickelson left 200 marines, and 250 volunteers in garrison, under the command of Colonel Veteto, who had been appointed Governor of the country. Even after the reduction of this fort, the Acadians entertained hopes of its being retaken by France, and it became necessary to dispatch a detachment of regulars to render them submissive. Resistance was offered, and many of the soldiers were killed; 30 or 40 were taken prisoners by the Acadians and Indians, at a place called Bloody Creek, about twelve miles from the fort, on the road leading to Halifax.

By the time, however, that they had abandoned these hopes, and "in the midst of these troubles, peace was concluded between England and France, on the 11th April, 1712. By the 12th article of the treaty, all Nova Scotia, with its ancient boundaries, as also the city of Port Royal, and the inhabitants of the same, were ceded to Great Britain."—Haliburton; vol. 18. 91. And the same writer (p. 82) says, "that the Court of Versailles was now for ever deprived of a Colony of which it had never known the value."

By this celebrated treaty, known as the treaty of Utrecht,* the whole of this vast territory became British possession. Port Royal, afterwards called Annapolis (Anne's city) was strongly garrisoned, and remained the capital of Nova Scotia until 1749, when the Provincial Head Quarters were changed to Halifax. General Nickelson, who took so active a part in the subjugation of Nova Scotia, was appointed its commander-in-chief in 1714, and held the government until 1719, when he was succeeded by Colonel Phillips, under whose administration a Council of eleven was formed. During this period, the population of Nova Scotia principally consisted of French, who were allowed for some time to remain free from magisterial control, or provincial taxation, and were permitted to settle their own disputes, which they did by appointing twenty-four deputies, from whose decision an appeal could be made to the Council, the latter being convened to

*The capital of a Province of that name in the Netherlands.

hear such appeals three times in the year. This state of things continued for some time, during which about 900 of these French Neutrals, as these disaffected people were called, took the oath of allegiance to the British Government, which seems, up to this time, to have acted towards them with great liberality. There were about 1250 of these men about Annapolis, and probably 3000 residing in other parts of the Province; and their strong predelections for the land "from which they derived their origin, their language and their customs," rendered it difficult to persuade them to become loyal subjects of England.

During this time *Cape Breton*, which was called by Vevazzano, *Isle Du Cape*, and by the French *Isle Royale*, remained in the possession of France. It probably received its present name from some native of Brittany in remembrance of the land of his origin. Previously to 1714 it had been uninhabited, but it did not long remain so, for, from its advantageous position as a fishing station and for carrying on trade with Canada, as well as its agricultural capabilities and mineral wealth, settlements were commenced in 1720, and upon a neck of land on the south side of English Harbor * * were laid the foundations of a town, two miles and a half in circumference, which was called *Louisburg*, in honor of the King of France." It was encompassed by a rampart from 30 to 40 feet in height, built of stone, and by a ditch eighty feet in width, except for a space of two hundred yards, bordering on the sea, which was inclosed by a line of pickets and a dyke.

This place was inaccessible to an attack from shipping in consequence of the shallowness of the water, and the numerous reefs; and it was otherwise well protected by the bastions which were very formidable, consisting of six, besides eight batteries, which contained embrasures for 148 cannon, and 16 mortars, of which only forty-five were mounted.

In addition to these works of defence, there were several batteries, one of thirty guns, carrying 28 lb. shot, on the island at the entrance to the harbor; at the bottom of the harbor was erected the royal battery of 28 cannon, 42 pounders and two eighteen pounders, and at the draw-bridge near the west gate was a circular battery of 16 guns, carrying 14 lb. shot. Thus it will be observed that, at this early period, *Louisburg* was considered a place of no small importance; it had its governor, and on its fortifications, which were 25 years in building, were expended thirty million of livres, nearly £1,500,000 sterling, which must have been repaid by the profits of the fisheries, the latter annually producing 1,800,000 quintals of scale fish.

During this time the English were extending their improvements in *Nova Scotia* proper, but not attending much to the reparation of the old, or the erection of new fortifications, for their defence, against the time, now shortly to return, when war should be again declared; and the Indians and French neutrals, but especially the former, were continuing their fatal depredations on the lives and properties of the few settlers who were scattered along isolated spots on the sea-board.

A fishing establishment had been erected by the English at *Canso*, which was attacked by the Indians and plundered of £20,000 worth of merchandise; several lives were lost, and the perpetrators of this outrage made their escape to *Louisburg*, which afforded them a ready asylum. Many other horrifying barbarities were inflicted by these savages, who were very numerous, upon the peaceable people who were using every endeavor to gain a subsistence for themselves and their families. "At *Burrell's island*, near

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Canso, they killed and scalped a Captain Watkins, two men, a woman and child." In 1823, they captured seven sail of fishing vessels, and took a large number of prisoners, nine of whom they cruelly put to death. Seven of these men were re-captured, after a hard struggle, with 15,000 quintals of fish; and on the arrival of an English vessel in the harbor of Lunenburg, where the captured boats and prisoners had been taken, the latter were, with difficulty, removed. Complaint being made to the Governor of Louisburg of these outrages in time of peace, his answer was that the Indians were an independent race, over whom he had no control; and that, if there were any French among them they were some of the neutrals of Nova Scotia. Thus encouraged, the savages attacked the garrison of Annapolis, burnt two houses, killed and scalped two persons, and took several prisoners. These Indians are said to have belonged to the Abenaki nation, a race now nearly extinct, and who were led by Baron Castine, a son of the old Baron of that name, by an Indian woman. The old Baron, a native of Bearn, in France, had spent his life among the savages, married after their manner, and was expert in the language and usages, he was actually idolized by them, as well as feared by the English, and had been appointed their great chief and leader. The Indians still continued hostilities, until their destruction at Kennebec by an expedition, consisting of 208 men, from Massachusetts, in 1724.

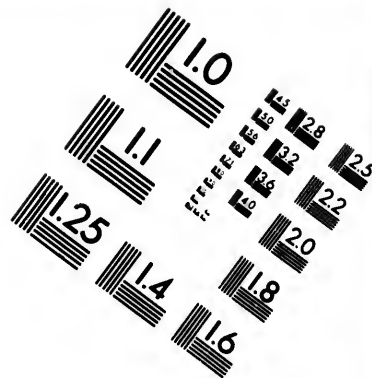
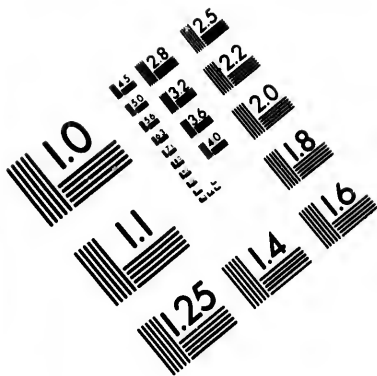
On the 20th of March, 1744, France declared war against Great Britain; on the news of this event reaching Cape Breton, M. Du Quesnal, who had succeeded M. Constable as Governor of the island, fitted out an armament from Louisburg, consisting of two sloops of war of eight guns, two swivels, and small arms, with 94 men each, and other small vessels with 70 soldiers on board, under the command of M. Du Vivier; the expedition was afterwards joined by 200 Indians. The first attack was made on the English garrison at Canseau, which, being feebly fortified, immediately capitulated.

The next attempt was made upon Annapolis (which, at that time, could not muster more than eighty men) by M. Luttre, a French Priest, at the head of 300 Indians. He kept the place in constant alarm for four weeks, awaiting reinforcements from Louisburg, which did not arrive; and, as the fortifications were dilapidated, the garrison must have surrendered to this savage host, but for the timely arrival of four companies from New England, to its assistance. The savages then overran the country, scalping and committing every species of barbarity they could invent on the inhabitants, in consequence of which the women and children were removed to Boston. A body of 900 Indians, commanded by M. Morin, was afterwards sent to lay siege to Annapolis, but it was recalled to the relief of Louisburg, which by that time was attacked both by land and sea.

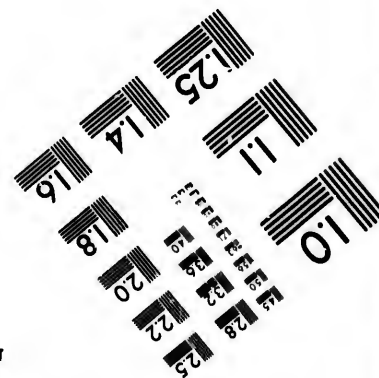
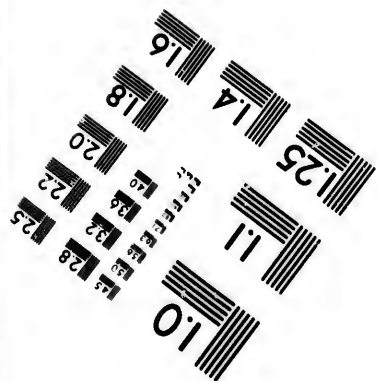
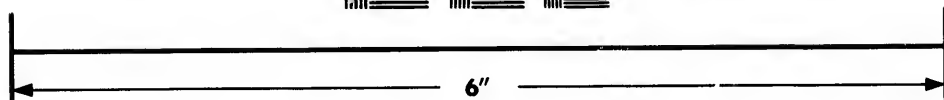
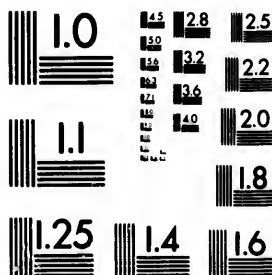
Soon after the dispatching of these irregular forces, Du Quesnal, the Governor of Cape Breton, died, and was succeeded by Duchambon, when "the captive garrison of Canseau, with other prisoners taken at sea, and carried into Louisburg, were sent to Boston."

In 1745, an expedition, consisting of four thousand men, and ten vessels, the largest not carrying more than twenty guns, with some armed sloops, was fitted out from Massachusetts and the other colonies, under General Pepperal. This armament was joined by Commodore Warren, from the West India station, who afterwards received reinforcements, till his fleet numbered ten ships, each carrying from 40 to 64 guns. The two commanders, on appearing before Louisburg on the 7th of May, sent a summons to





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Buchambon, who refused to surrender, and the siege was commenced. By the 23th of that month, a great impression had been made on the enemy's works, though the British lost 189 men in one attack. At this time, Commodore Warren captured a French 74-gun ship, having 560 men and a great quantity of military stores on board, which proved of vast importance to the besiegers. On the 16th of June following, the garrison capitulated; it included 650 regular troops, 1310 militia, and, with the crew of the *Vigilant*, the vessel previously captured, amounted in all to 4130 men, who were transported to Rochfort. The fort was of great strength; but the garrison lost, during the siege, which lasted 49 days, no less than 300 troops. Upon the news of this success reaching England, General Pepperal and Commodore Warren were created Baronets of Great Britain.

At the time of this siege, the island of Saint John's was possessed by the English, and many of the former inhabitants had been sent to France. On one occasion, a party of twenty-eight persons landing on the island were either killed or taken prisoners by the Indians.

In the spring of 1745, the troops left in charge of Louisburg were relieved by two regiments and three companies of regulars. Early in the summer of this year, a body of 1700 men was sent from Canada to Nova Scotia; and, at the same time, France also dispatched a most powerful fleet from Europe, consisting of eleven ships of the line, twenty frigates, five ships and bombs, with a number of tenders and transports, in all 70 vessels, having on board 3150 disciplined troops, and forming one of the strongest armaments ever sent to America by that power; indeed, had it arrived in safety, it would probably have subdued the principal part of British America,—but its complete destruction was effected by a number of fortuitous circumstances, without its being engaged by any British force; for, after a passage of ninety days, only seven of this formidable fleet arrived in Chebucto (Halifax) harbor; it met with many and unparalleled disasters at sea, which so disabled and discouraged its officers, that the Duke d'Anville, its commander, and many of the subalterns, died through grief and disappointment. The remainder, with such of the fleet as the elements had spared, returned to France, without much disturbing the peace of Nova Scotia. On hearing of this movement, the colonies sent 470 troops to Grand Pri (Horton), who, from the rigour of the winter, which closed in immediately on their arrival, and the attacks of about 600 French and Indians, were reduced to great extremities; 70 were killed, 27 wounded, and 100 taken prisoners; the remainder afterwards capitulated.

That portion of the unfortunate French fleet which had reached France, under Admiral Jonquiere, the second in command, having been re-inforced by 38 sail, and again sent for the same destination, was met by the English Admirals, Anson and Warren, who, after a well-contested battle, captured the principal part of it, with nearly 5,000 prisoners. It is estimated that the French sustained a loss, by this battle, of about £1,500,000.

On the 7th of October, 1748, a treaty of peace was concluded between the two nations, which has taken the name of the treaty of Aix la Chapelle, one of the conditions of which was, the cession of Cape Breton to France, a measure which caused great dissatisfaction to the Provincials who had fought so nobly for it.

Peace having again been proclaimed, it might have been supposed that the improvement of the Province of Nova Scotia would be among the first

objects of the British Government, as it had made, from its unsettled state, little or no progress, in this respect, during the half century that had elapsed. The inhabitants, on both sides, seem to have learned more as to the arts of war than those of peace; and the small interest manifested by Great Britain in the prosperity of the colony, led the French to believe that little was cared for it beyond the mere possession, and that things would be otherwise if it were owned by France. This impression, coupled with the feelings of animosity to the British which had before been infused into their minds, gave rise to a continuance of barbarous outrages, in which they were joined by the Indians, who had always been attached to them, as well as to their creed—the Roman Catholic.

However, this state of things induced the Governors of Nova Scotia to encourage the further settlement of the country; and a plan was originated, which was sanctioned by the mother country, of bestowing a tract of land on every person who had adopted, or would adopt, the colony as his home. In order to encourage the soldiers, who were discharged on the peace, to settle in the Province, the following scale was adopted:

Every private soldier or seamen received, free from taxes for two years,	50 acres.
And for every additional member of his family,	10 “
Every ensign in the army,	200 “
“ lieutenant “	300 “
“ captain “	400 “
Every person above that rank,	600 “

With proportionate allowances for the number and increase of their families. All those desirous of emigrating were to be conveyed to the colony, and maintained, with their families, for twelve months after their arrival, at the expense of the Government. They were also to be supplied with weapons of defence, and the tools necessary for the clearing the land, erection of houses, &c.

In consequence of the advantages thus held out, 3760 families arrived from Great Britain, in the year 1749, at the harbor of Chebucto, a spot injudiciously selected, as the soil was bad, and the only recommendations were the excellence of the harbor and the facilities it presented for the prosecution of the fisheries. But it is difficult to imagine why such a rocky, unpromising locality should have been chosen, when many other parts of the Province are as advantageously situated with regard to the fisheries, and afford far greater agricultural capabilities. The cost of bringing out these settlers, amounting to £40,000, was paid by the Imperial Government.

This settlement being formed, together with some others in different parts of the Province, the most necessary consideration was the construction of a government; and a council of six was immediately appointed, and organized a civic government, the establishment of which was celebrated by a general salute from the ships in the harbor. The honorable Edward Cornwallis was appointed Governor.

It was at this period that old Chebucto received the name of Halifax, in honor of Lord Halifax, then a member of the British Ministry; its forests were immediately cleared, its streets laid off, houses were erected for the Governor and the people, the number of whom, including soldiers and sailors, amounted, by the fall of the year, to 5,000.

In addition to the above sum, Parliament continued to make large annual

grants, in aid of the settlement, until 1655, at which time they had amounted, collectively, to £417,584.

Disputes continued to exist between the French and English as to the boundaries of Nova Scotia, which had not been defined by the treaty of Utrecht. At first, however, the new settlers were on good terms both with the Indians and Acadians; but this state of things did not last long, as France continuing its attempts to extend and misrepresent the boundaries of ancient Acadia, even as laid down by itself, incited the neutrals, as they were called, to molest the English, which they did in every possible way. Complaints of these outrages to the French Governor of Louisburg were made, without avail. At this time there was a large settlement of Acadians at Lower Horton, 60 miles from Halifax, which extended eight miles in length, and contained about 1000 families or 7,000 persons. An English fort had been built at Pesiquid, (Windsor.)

The Indians renewed their numerous attacks on the English settlers, which were carried to such an extent that the most rigid and energetic means were necessarily adopted to effect the extermination of the savages, and the punishment of such of the French as supplied them with arms and ammunition. Prompt measures were taken and these cruel depredators were driven to their retreats, and large numbers of them destroyed.

The question of boundary being still unsettled, the Governor of Quebec sent two vessels with 600 men, under M. La Corne, to take possession of Bay Verte as a part of Canada, which encouraged the French at Chignecto to rise in open rebellion against the English. Major Lawrence was sent in the spring of 1750, to reduce them to obedience; at his approach they burned their town to ashes, forsook their lands and joined M. La Corne, which reinforced him to the extent of 1,500 armed men. Major Lawrence not being able to cope with this formidable body, returned to Halifax for more troops. He was again sent, with 1000 men, to Chignecto, where he found the French in possession of the lands they had previously deserted, and, together with the Indians, strongly entrenched to dispute his landing; he soon, however, routed them, when they escaped to Fort Beau Sejour, which had recently been erected by M. La Corne. Major Lawrence immediately built another fort on the opposite side of the river, giving it his own name, which the district still bears. The result of the operations which followed, ending in the capture of Fort Beau Sejour in 1755, has been more fully noticed under the head of New Brunswick.

During the period we have been describing, no important settlement had been made by the English in addition to that of Halifax, but on the return of Governor Cornwallis to England, Thomas Hopson was sworn into office, during whose administration Lunenburg was settled by 1453 Germans, who suffered greatly, as those at Halifax had done, from the attacks of the wild man of the forest, and many lives were sacrificed to his barbarity.

The incursions of the French still continued, but were somewhat repressed by an expedition from Massachusetts of 2000 men raised and commanded by Col. Winslow, who, joining Col. Monckton and being under his command, reduced Beau Sejour with its dependant forts, as well as that on the river Saint John. The greatest difficulty, however, with which the Government had to contend was occasioned by the Indians, who were supplied with arms and ammunition by the French neutrals; the latter at this time (1755) being scattered over the Province and forming a population of about 18,000 souls.

However, the 10th of September, 1755, has to record the most exciting scene of those times; on that day, the whole French population, under a preconcerted plan of the English, were ordered to assemble in their respective liabilities, at a certain hour to bear the king's command, the nature of which they little expected—little indeed did they imagine that their compulsory exodus from the country was to be the purport of their sentence. These people had, it is true, given the British Government much trouble, and cost it many valuable lives: but this was occasioned partly by their attachment to the land of their fathers, and partly by the frequent change of government, for which they were not to blame.

The number of this unfortunate people, who were collected at Grand Pri, was as follows:—

Men (heads of families)	483
Women	337
Sons	527
Daughters	576
	<hr/>
Total	1,923 souls.

Their stock consisted of:—

Oxen	1,269
Cows	1,537
Young cattle	5,070
Horses	93
Sheep	8,660
Hogs	4,197

All of which were confiscated to the Government, leaving them only their money and other movables; they were then sent, in small parties, to different parts of the then British dominions on this continent.

Some of these unfortunate people made their escape to the woods, but, as their country was laid waste, they could not subsist, and were obliged to yield themselves up to the authorities. In the district of Minas alone, 255 houses, 276 barns, 155 outhouses, 11 mills, and one church were destroyed.

Although they received their sentence, and bore their confinement with fortitude, still when the hour of embarkation arrived, "the weakness of human nature prevailed, and they were overpowered with the sense of their miseries."

The French settled in Annapolis and Cumberland disobeyed and made their escape; some were forced by starvation to return, and were shipped to the other Colonies, others remained with the Indians, and some reached Canada. Those of Cumberland, being more rebellious in their character, were more difficult to subdue. On the arrival of the soldiery, 253 houses, with a great quantity of wheat and flax, were burned, which was beheld by the inhabitants concealed in some of the adjoining woods; but when they saw their chapel set on fire, a party of them returned, and attacked the invaders, killing 29 rank and file, and afterwards made their retreat to the forest.

In consequence of the scattered character of these settlements, it was found impossible to subjugate the whole of this numerous people to terms of the king's decree; so that only about 7,000 of them were collected at this time and distributed among the other colonies; 1000 of them were landed in a state of destitution in Massachusetts, where they became a public charge;

415 in Pennsylvania, where they were sold with their own consent, and the remainder to other Provinces. The portion sent to Georgia made efforts to return, but on reaching Boston, were prevented by Governor Lawrence. They then memorialized the king, but without avail; they were doomed to exist in a strange land, without means of support, and the innocent suffering with the guilty, which we at this day must consider a hard sentence. How far, indeed, their deportation, as a last resort, was judicious, none but those well acquainted with the circumstances of the times, can explain; turbulent, troublesome, and implacably hostile to the English, as most of them no doubt were, the steps taken seem harsh, and in our eyes, scarcely justifiable. Speaking of this measure, Haliburton observes, that the whole course pursued towards these people "is doubtless a stain on the Provincial Councils, and we shall not attempt to justify that which all good men have agreed to condemn."

About 600 of these men were removed from New York to the Island of St. Domingo, where they suffered from pestilence; the remnant were, at their own request, sent to Louisiana, where they became settled. Many were afterwards permitted to return to Nova Scotia, and their descendants have since become peaceable and inoffensive settlers. They are numerous in many localities in this Province, as well as in Prince Edward Island and New Brunswick; in the latter there are about 40,000 scattered over its various districts. These pioneers of the forests of ancient Acadia have indeed undergone most unparalleled vicissitudes and hardships, most of which were caused by their own rebellious conduct.

No doubt the sympathy for the sufferings of these people, which must have been felt by the French Government, was one stimulus to the renewal of the war with England, which was declared in May, 1756.

The Island of Cape Breton was again soon to become the scene of warlike operations. The trade and settlement of this Colony had made great advances under the French, and the fortifications of Louisburg had been much strengthened. This had been caused probably by the threatening state of affairs between the two nations, the facilities here presented for the prosecution of the fisheries, and the commanding aspect of the Island with regard to Canada.

Halifax, being an excellent harbor, and in a central part of Nova Scotia, was fixed upon by the Military Council held in Boston, early in 1756, as the rendezvous of the British forces destined for the reduction of Cape Breton. Admiral Holborne arrived at the former port early in July with a fleet, consisting of upwards of thirty ships of war and 5,000 English troops, who were joined by 6,000 men from New York, intended for an attack on Louisburg; but it was deferred in consequence of the place being defended by 6,000 regulars, 3,000 natives and 1300 Indians, together with a powerful fleet of 17 ships of the line and three frigates. On the 20th of August, Admiral Holborne appeared before the harbor with 15 ships of the line, 4 frigates and a fire ship, for the purpose of reconnoitering it, but on ascertaining its strength, and seeing the French Admiral give the signal to unmoor, he determined not to risk an engagement with his force so inferior to the enemy's, and returned to Halifax. Having been re-inforced by four ships of the line, he re-appeared before Louisburg about the middle of September; but La Motte, the French Admiral, declined the offered battle. The English squadron unfortunately continued to cruise before the harbor till the 26th, when it was overtaken by a furious storm, causing the loss of

one ship with half her crew. The rest having received damage then returned to Britain.

Early in May, 1758, Admiral Boscawen reached Halifax, from whence he sailed soon after, and arrived off the harbor of Louisburg on the 2d of June, with a fleet of 151 ships, accompanied by General Amherst, commanding an army of 14,000 men.

Here we will state, for the information of the reader, the great strength of this fortress, which we glean from an article in "Montgomery Martin's" well-known works on the British Colonies, and which that author says was written "by an impartial Frenchman," under the title of "Genuine letters, &c., relative to Cape Breton and St. John." The town was regularly built, and was three miles in circumference, with wharves for shipping. The fortifications consisted of two bastions and two demi-bastions, three gates, and near the fort and citadel was a handsome parade. The materials of which the stone buildings for the use of the troops and officers were constructed, were brought from Europe. The port, three miles in length, and upwards of one in breadth at its narrowest place, with a careening and wintering ground for ships, was protected by a battery level with the surface of the water, consisting of thirty-six 24 pounders. The harbor was defended by a *cavalier*, with twelve embrasures. The royal battery, at the bottom of the bay and a mile from the town, contained thirty pieces of cannon, namely, twenty-eight 36 pounders, and two 18 pounders. The population of the town, exclusive of the troops, was about 5,000 men. It had its governor, supreme council, courts of law and admiralty, with a general hospital, and the education of the young girls of Louisburg was confided to the nuns. We extract also from Haliburton, that the strength of the garrison, before the siege, consisted of 2,500 regular troops, 300 militia, formed from the inhabitants, under the command of Chevalier Duceor, and who were re-inforced near the end of the siege, by 350 Canadians and Indians.

The harbor was secured by six ships of the line, and five frigates, three of which were sunk across the entrance in order to render it inaccessible to the English shipping. The French had settled in various places on the island, the principal of which were Bras D'Or, Sydney, St. Peters, and Arichat, where the fisheries were carried on to a great extent, giving employment to 27,000 men, and 600 vessels, exclusive of boats.

The Government of France, it will be seen, set no little store upon this place, which they had so carefully fostered and fortified at this early period of its history.

After a lapse of six days of stormy weather, the English began to disembark, under the command of Governor Lawrence and Generals Whitmore and Wolfe; a few men were lost in the landing, in consequence of the swell of the sea, and the fire of the enemy. General Wolfe, with 2000 men, occupied the light-house battery, which was abandoned at his approach, and several powerful batteries were erected on the spot, the fire from which soon silenced the island battery. Three of the French ships in the harbor caught fire and were burnt; two more made their escape; the Echo and a 64-gun ship were taken by Admiral Boscawen, and a 74-gun ship was run ashore and destroyed. Thus the English became masters of the harbor, with a loss of only 7 men killed and 9 wounded. The French, seeing the weakness of their position, offered to capitulate on terms which were refused by the English. The latter threatened to storm the place both by sea and land if

the garrison did not surrender themselves prisoners of war. This was at first refused, but was agreed to on the 26th July, 1758.

This signal defeat of the French, at a loss of 400 men to the English, gave the latter possession of all Cape Breton, together with the fortress of Louisburg; in which were 231 pieces of cannon, 18 mortars, and a large quantity of stores and ammunition. The officers and soldiers, in all 5,637 men, were sent to England, and the merchants and others to France, in English vessels. The British, fearing this fortress might again fall into the hands of the French, dismantled and totally destroyed it, in which state it has ever since remained, comparatively unknown and unvalued.

After the capture of Cape Breton, Lord Rollo was sent to the island of St. John, which from the fertility of its soil, and the asylum it had afforded to the French neutrals and the Indians, was a great acquisition to the English. He took possession of the Governor's quarters, where he found several scalps of Englishmen, whom the savages had brutally murdered, induced by the encouragement held out and the premium paid for each by the French. The number of inhabitants on this island was 4,100, who laid down their arms and submitted; it was well stocked with cattle and considerable agricultural improvements had been made.

Up to this time, there had been no representative government in the colony, but few courts of law, and those with almost unlimited powers. In this year, however, a House of Assembly was elected, consisting of sixteen members, of which Halifax returned four, Lunenburg two, and every other place having fifty qualified electors, was to send two representatives. The first assembly was called by Governor Lawrence, at Halifax, on the 2nd of October, 1758; the council consisted of four members. This Legislature, thus formed, not having any precedents to guide them in the order or management of the business of the country, found it very difficult to act; and what added to this difficulty was a disagreement between the Assembly and Council, which retarded the business. Still, on the whole, many useful laws were passed for the government of the colony, and the prorogation took place on the 17th April, 1759, after a long and arduous session.

At this period, there were about 200,000 acres of cultivated land in the Province, and increased encouragement was given to those who would settle on the wilderness lands. A proclamation was issued, containing most liberal terms for the grants, and the settlers were protected by strong garrisons placed in different parts of the colony. Cape Breton having been conquered, and Quebec taken by General Wolfe, on the 18th September, 1759, the war was prosecuted by Great Britain in Canada with such vigour as to effect its complete reduction, the news of which gave a fresh stimulus to the inhabitants of Nova Scotia.

On the 11th of October, Mr. Lawrence, the distinguished Governor of Nova Scotia, died, much lamented. A monument to his memory was erected at Halifax.

The death of King George the Second, on the 24th of October, caused a dissolution of the Assembly. A new house, consisting of 24 members, was elected, who were convened at Halifax on the 1st July, 1761. During this session, a formal treaty was executed with Joseph Argeinault, chief of the Monguash tribe of Indians; at the conclusion of which, the hatchet was formally buried by him in the name of his tribe, in token of submission.

Peace and tranquillity being thus restored between the Colonists and the savage races, the next step was to encourage emigration to the Province.

This was at

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October, caused of 24 members, 1761. During eimault, chief of the hatchet was of submission. Colonists and the o the Province.

In consequence of representations being made public as to the suitableness of its soil and climate for the abode of man, 580 persons arrived from the other continental colonies, and 200 from Ireland, who laid the foundations of these rich and productive settlements, skirting the basin of Minas, and the head of the Bay of Fundy. The Indian tribes, however, who were still numerous, notwithstanding their promises of pacification, would frequently break out and disturb the settlers, so much so as materially to retard the progress of settlement.

The Government now gave assistance to the people for building new and repairing the old dykes round the marshes which had been destroyed at the time of the transportation of the Acadians. Ship building was begun at Liverpool, where three fishing vessels were laid down, besides sixteen already owned, and settlements were extending in every direction. During these favorable symptoms of progress, the Province was thrown into consternation by the arrival in Newfoundland of a French fleet, consisting of four ships of the line and other armaments, and the surrender of its forts. Under the fear of an attack from the Indians, and the remaining portion of French neutrals, martial law was established, and a militia organized. As a further security for the protection of the colony, 130 of the Acadians were transported to Massachusetts, but on account of the burthen imposed on that Colony by those formerly sent, they were not received, and were brought back to Nova Scotia. In the meantime, a squadron was fitted out at Halifax for Newfoundland, under Lord Colville, who re-took all the forts on that island, with a loss of only twenty men. On the 10th February, peace was again established between England and France, and a treaty signed at Paris, which is known as the Treaty of Versailles, by which France surrendered all claim to the old colonies, as well as all the present British possessions in North America, to the Crown of England. The neutrals were, therefore, allowed to remain; and their descendants form, at this day, a large portion of the peaceable and loyal inhabitants of the Colony.

HISTORICAL MEMORANDA.

Peace again restored; a day of general thanksgiving was appointed,	1763
Population of Nova Scotia, which included New Brunswick, &c., 13,000,	Do.
Survey of British North America commenced,	Do.
Township of Granville granted,	Do.
Stamp Act passed, to which Canada and Nova Scotia submitted,	1765
The country bordering on the St. John river erected into a county, called Sunbury,	1765
Cape Breton erected into a county, by the name it now bears,	Do.
Stamp Act repealed,	1766
Imperial act passed, imposing duties on tea, &c.,	1767
Township of Yarmouth granted, in 153 shares of 666 acres each,	Do.
Township of Clare laid out and settled by those of the Acadians who returned from exile,	1768
Parliamentary estimate for the Province was £4,375,	1769

Trade between Great Britain and the American colonies employed 1078 ships and 28,910 seamen. Imports, £3,-370,000 — exports, £3,924,606,	1769
Township of Argyle granted, containing 187 square miles,	1771
Population of Nova Scotia and Cape Breton, including 2,100 Acadians, was 19,120; Indians 865,	1772
Tea destroyed at Boston,	1773
That portion of America known as the "old colonies" revolted, and destroyed property on the Saint John river, at Chathamtown, P. E. Island, and several places in Nova Scotia,	1775
The inhabitants called upon to take the oath of allegiance, and infantry raised from the militia to the number of 310 men: 500 ordered to Halifax for its protection,	Do.
All persons selected from the Acadians, to act as couriers, paid at the rate of five pounds per day; free grants of land given to royalists,	Do.
Martial law proclaimed and all intercourse with the revolted colonies prohibited,	Do.
A sloop of war, the Vulture, placed in the Bay of Fundy, for the protection of the neighboring settlements,	1776
About 10,000 royalists leave Boston and arrive in Halifax,	Do.
On the 4th July, the Americans declare their independence,	Do.
Much disaffection among the people at Minas and Cumberland; many refused to take the oath of allegiance,	1777
The rebellious Americans seized an armed merchant ship at Pictou,	Do.
France acknowledges the independence of the revolted colonies,	1778
Great numbers of Indians assemble on the St. John river to make war upon the English—the last threat of Indian war,	1779
Militia ordered to do duty at Halifax,	1780
Population estimated at 12,000,	1781
Imperial Parliament authorizes the King to conclude peace with the United States, and articles provisionally signed at Paris,	1782
Treaty of peace between Great Britain and France,	1783
The refugees who arrived in Nova Scotia estimated at 20,000, New Brunswick and Cape Breton constituted separate governments.	Do.
The island of St. John (its name changed to that of Prince Edward in 1799) also established, with a Governor, &c.,	1784
Population of Nova Scotia proper estimated at 20,000,	Do.
The number of saw mills in the Province estimated at 90,	1785
King's College erected at Windsor in	1788
And received an endowment of £444, and a grant of £500 for the purchase of land,	1789
The Imperial Parliament grants £1000 per annum to King's College,	1790
Population of Halifax, 4,897,	1791
France declared war against Great Britain,	1793

	A treaty of amity, commerce and navigation entered into between Great Britain and the United States,	1794
1769	Two ships, part of a French squadron, captured and brought into Halifax,	1795
1771	A definite treaty of peace entered into between Great Britain, France, &c.,	1802
1772	King's College established by Royal charter,	Do.
1773	Peace between England and France dissolved,	1808
	Revenue of Nova Scotia, £20,577,	1806
	Organization of militia,	Do.
1775	Mail from Prince Edward Island brought to Pictou on the ice, except half a mile,	1810
	War declared by America against Great Britain,	1812
Do.	Militia organized, and defensive preparations made by the colony,	Do.
	A grant of 20,000 acres of land passed to King's College,	1813
Do.	The Chesapeake captured and brought into Halifax, by His Majesty's frigate Shannon,	Do.
Do.	American coast declared in a state of blockade by Admiral Cochrane,	1814
1776	Treaty of peace with France,	Do.
Do.	A fleet of 17 vessels, with four regiments, left Halifax for that part of the American coast bordering on New Brunswick, and after taking the forts, captured all the vessels in the harbors,	1814
1777	Treaty of Ghent entered into between the United States and Great Britain,	Do.
Do.	Peace concluded between these two powers	1815
1778	Trustees of Pictou Academy incorporated, and a stage-coach commenced to run between Halifax and Windsor,	1816
	£40,000 worth of property destroyed at Halifax by fire,	Do.
1779	Population of Halifax, 11,156, and of the Province, 73,345,	1818
1780	Cape Breton re-annexed to Nova Scotia,	1820
1781	The sum of £1000 granted to Dalhousie College,	1821
	Act passed authorising the construction of the Shubenacadie Canal,	1824
1782	131 vessels, of the gross amount of 15,535 tons, were built in Nova Scotia. The number of vessels owned in the Province was 1,031, amounting to 52 779 tons,	1826
1783	Annapolis Royal was the provincial head quarters from 1710 to 1749, when Halifax became the seat of government.	
1784	2,000 emigrants arrived in Cape Breton,	1841
Do.		
Do.		
1785		
1788		
1789		
1790		
1791		
1798		

ABORIGINES.

That America, when first discovered, was inhabited by a race of human beings, is beyond dispute; but as to their origin or previous course the pages of history is blank and there is nothing but some vague traditions to give rise to our conjectures. All that the more civilized nations have done seems to have been to appropriate the country they called their own, and this has been, and indeed, still continues to be, the case up to the present time; the northern portion of the continent being nearly equally divided between Great

Britain and the United States. The natives are fast approaching to the point of extinction, and those who do exist can scarcely be said to be subject to any law, except when they commit any criminal act, and are left, like the wild Arabs, to wander over the country, with some few exceptions, without any home or abiding place.

As the Indian races were the sole human inhabitants of this vast region, being "masters of all they surveyed,"—the whole American continent—it is no wonder that they considered the "pale faces" of Europe to be encroachers on their extensive domain. Their ferocious habits, their physical strength, their warlike propensities, their agility and skill in the use of their weapons, and their deadly opposition to every other race, rendered it an extremely hazardous undertaking for a European to land on their shores, much more so to penetrate into the country.

These people, less civilized and fiercer than their southern neighbors, were divided into different nations, and, though the habits and customs were generally similar, each nation spoke a language peculiar to itself, and varied in many respects from the others. Boundaries were established between some of them, usually consisting of rivers and lakes, or, perhaps, the sea shore; and if one nation encroached on the territory or hunting ground of the other, war ensued. Some dwelt on the sea coasts, while others remained on the rivers and lakes of the interior; fishing, fowling, and hunting, in all of which they were very expert, were their principal employments. The skins of wild animals formed their clothing; their dwellings, or *wigwams*, were of the most simple order, being almost all built in a conical form, the first which suggests itself to the unskilled architect, and covered with the bark of trees. Before their introduction to employment by Europeans, the bow and arrow were their principal weapons, and they were skilful in the manufacture of stones into hatchets or tomahawks, which they well knew how to plunge, with a sure and deadly blow, into the objects of their attack.

They were well acquainted too, with the means of inflicting the most barbarous tortures; so much so that imagination alone can set bounds to the sufferings which those of our American forefathers, who were so unfortunate as to fall into their hands, had to endure. It is almost difficult in these times to bring the mind to realize the awful cruelties, which none but savages could be capable of perpetrating, and which were inflicted on the early colonists, thrown as it were, helplessly, on a shore distant more than 3,000 miles from their native country, in an almost unbounded forest, swarming with these savages, who embraced every occasion of raising their warhoops; and their onslaughts were too often followed by scalping and otherwise cruelly torturing their prisoners, as well as burning or plundering their habitations, wherever they were defenceless. They then returned to their hiding places, evading pursuit, but prepared to renew their attacks whenever opportunity offered.

It may perhaps be asked, why do we, at this distant period, dwell upon a state of things which in these more civilized days, can never return. The reply will be that we ought fully to understand, and to appreciate the debt of gratitude which the inhabitants of these now thriving and peaceful countries owe to those pioneers who thus paved our way, subdued those savage tribes, and deprived them of the power of continuing their depredations.

There were few of the early settlers in America who suffered more from the Indians than those who emigrated to ancient Acadia; and what en-

hanced their sufferings in this respect, was the continual wars between England and France, and afterwards between the "old colonies" and England, for the possession of those lands, originally belonging to the savages. It must be confessed that these wars tended but little to christianise or civilize the wild men of the forest; indeed each of the European nations rather became themselves savages in their turn, for neither hesitated to use every means, by presents and bribery, to obtain the assistance of the native tribes, and to encourage their barbarities—a course which either of these nations, at the present day, would shudder to adopt.

The principal part of the Indian tribes of this part of the continent, became, at an early period, converts to the Roman Catholic faith; and this tended much to attach them to the French, for the reasons, the settlers of that nation being of the same belief, and having been the means of their conversion; and the bitter animosity which then existed between Protestants and Catholics, which was still further increased by the violent hostility so long promoted and carried on between the subjects of these powerful nations.

The number of Indians who inhabited Acadia, it is impossible at this distant day to estimate; but it must, judging from the numbers that are recorded to have been present at various engagements, have amounted to several thousands; and when they had to fight with the white men, the different nations appear to have lost sight of their own quarrels, whether as to boundaries or otherwise, and to have assembled at the battle field to indulge in war, which was their greatest pleasure. Dr. Gesner says, in his work on the Industrial Resources of Nova Scotia, p. 1., that, "at an early period, the number of Indian warriors was not less than 3,000. This warlike people, and the first French settlers, formed a powerful barrier to the introduction of British colonists."

We have before adverted to the harassing nature of the hostilities between the English and these tribes; and to the treaty made in 1763 with the chief Argeinault, who then accepted King George as the "great father" of his nation. On this condition the Provincial Government agreed to protect the fur trade, by setting such a value upon the several articles as was agreed upon between the contracting parties.

From that time, every possible encouragement has been held out to these people by the local governments; large tracts of land have been set apart for their use in different parts of both Provinces, and the Legislatures have, whenever their necessities required it, granted large sums, and superintended the expenditures, for their relief. In both Provinces money has been granted to Roman Catholic missionaries engaged in their instruction; and a school for Indian children has been established in the county of York, by the New Brunswick Government. There are upwards of 50,000 acres of land reserved for them in that Province, as well as large tracts in Nova Scotia and Cape Breton. Commissioners are employed by all the colonies to advance their interests, and to encourage them in the cultivation of their lands. Recently some of them have been induced to settle on these lands, where, in some instances, they have built houses after the English fashion, and keep farm stock. They are sometimes employed in the lumber woods, and more frequently as laborers on the farms.

But their predilections for hunting, basket making, and the *wigwam*, prevent them from pursuing other avocations for any length of time. An

effort has recently been made, by the Protestants of Nova Scotia, to proselitise them; a missionary, the Rev. Mr. Rand, who has made himself acquainted with their language, has been sent amongst them; some portions of the scriptures, and a first reading book, have been translated into the Micmac language; and they are being taught to read them. The society which has been formed for this purpose, has established an *industrial institute* among them, where their quill boxes, tubs, buckets, brooms, baskets and other articles of their manufacture are received; agents are appointed to collect them, and every means adopted to secure them a full value for their labor. Many of the most prominent and philanthropic men in the Provinces are promoters of this object. The sum of £371 was subscribed in 1854, and devoted to the amelioration of their condition, in addition to the large sums annually granted by the Legislatures of the lower colonies.

In the early history of these Provinces, there were probably several nations of Indians inhabiting this section of America, but they are now reduced to two, the Micmacs and the Millicetes, who speak different languages. The former are a robust race, and principally inhabit the sea shore; they are the most numerous. The latter are less robust, and their predilections are more in favor of the interior parts of the country.

In 1841, Mr. Perley found the number of Indians in New Brunswick to be as follows:—

	Micmacs { 444 males } 491 females.	Millicetes { 218 males } 224 females.	
The total number was, therefore,			1377
In the census of 1851, the number in the same Province were,			
Males			567
Females			541
			1116
Total			1116
Decrease in ten years			261

In Nova Scotia in 1851, there were

Males 532	}	Total 1656, principally Micmacs.
Females 524		

In Prince Edward Island, in 1843, there were 330, almost all Micmacs.

From the proximity of this island to the other two colonies, and the migratory habits of this people, it is probable that a portion of them may have been included in the census for each of these colonies. It is now estimated that, at present, their aggregate number does not exceed 2,000 souls.

Though there are no endemical diseases among them, they are, from their manner of life, exposed to every epidemic that may be brought into the country by emigrants or sailors; and, from their objections to medical treatment, they, and especially the children, are often cut off by disease. So that, unless some special effort is made on their behalf, the whole of these tribes, once so formidable to Europeans, will speedily be extinct.

EARTHQUAKES.

This Province, and its sister colonies, have, as well as the United States, been repeatedly subject to slight shocks of earthquakes.

The cause of these terrestrial phenomena has not yet been satisfactorily ascertained. Until recently, the subject did not engage much of the attention of scientific men, and those who have devoted any time to it differ much

as to the real cause; some supposing that they are produced by the same agency as that which gives rise to volcanic eruptions,—while others affirm that they are caused by the unequal attractions of the moon on the earth's surface at its apogee and perigee; and others again attribute them to some secret and unknown action of electricity. The subject is worth much philosophical enquiry, for the sake of the advancement of science, and not that we anticipate such knowledge may enable us to stay the mighty agent that thus powerfully operates upon our planet, but rather, if the natural causes and their operations could be discovered, we might be led more fully to adore that first great cause and grand agent who gives existence to this, as well as to all the other phenomena of the universe.

The first notice we have of earthquakes in these Provinces is to be found in Haliburton, vol. 1, p. 63; in which there is an account of one which took place on the 26th of January, 1863, and which was felt over the whole of North America. "But Canada was the chief seat of its concussions: the doors opened and shut of themselves, with a fearful clattering; the bells rang without being touched; the walls split assunder; the floors separated and fell down; the fields put on the appearance of precipices, and the mountains seemed to be moving out of their places; many small rivers and fountains were dried up; in others, the water became sulphurous, and in some the channel in which they ran was so altered, that it could not be distinguished; many trees were torn up, and thrown to a considerable distance; some mountains appeared to be much broken and moved; half-way between Tadoussac and Quebec, two mountains were shaken down, and formed a point of land, which extended half a quarter of a league into the river St. Lawrence. The island Aux Coudres became larger than it was before, and the channel of the river became much altered.—Memor. Am. Arts and Science, 1st, 263, and 1st Holmes, 389."

The above extract records the most extraordinary phenomenon of this nature ever known on this part of the continent of America, though there were numerous stories related by the Indians, at the time of its discovery, of similar concussions, which produced the most wonderful results; but we have no reliable data to enable us to give any description of these events.

A little before sunrise, on the morning of the 22nd of May, 1817, three slight shocks were felt in Nova Scotia, New Brunswick, and the State of Maine. They all took place within the short space of fifteen minutes, and were accompanied by a rumbling noise like thunder: buildings were shaken, and their contents moved, so that the people became alarmed. Slight shocks were also felt in different parts of these Provinces in 1827 and 1839, but they produced no serious effects.

About seven o'clock in the morning of the 8th of February, 1855, another of these phenomena visited Nova Scotia, New Brunswick, and a part of the adjacent States. The thermometer, on the day previous, was observed to be lower than had been known, at that period, in the Province for several years. The duration of the motion was very short—not more, in some localities, than twenty seconds; in other parts of the Province it lasted a little longer; and in others there were several concussions felt; in some places slight shocks were perceived some days after. During the time of the heaviest concussions, several stone and other buildings were shaken, and furniture displaced; it produced a rumbling noise, like a chimney on fire, or distant thunder. It was felt most sensibly at the Bend, Sussex Vale, Fredericton, and other low places in New Brunswick, where the rocking

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motion was said to continue longer; and it is the duration of the shock that produces the greatest effects. No material injury, however, was done in any part of the country.

BOUNDARIES.

The Province of Nova Scotia, like that of New Brunswick, is a dependency of the British Empire; being included in the General Government of British North America. Nova Scotia proper, is a somewhat rectangular peninsula, connected with New Brunswick on the north east by a narrow isthmus only fifteen miles in width, and it is bounded on the south and south east by the Atlantic ocean; on the north west by the Bay of Fundy and Chignecto Bay, which, with the isthmus before mentioned, separate it from New Brunswick; and north easterly by the Straits of Northumberland, the Gulf of St. Lawrence and the Atlantic ocean. Its area, including the island of Cape Breton, is nearly 12,000,000 acres; and it is situate between $43^{\circ} 26'$, and $47^{\circ} 4'$ north latitude, and $59^{\circ} 37'$ and $66^{\circ} 23'$ west longitude.

The Island of Cape Breton is situate to the north eastward of the Peninsula, from which it is separated by the Gut of Canso. The Atlantic ocean bounds it on the east, and a part of the Gulf of St. Lawrence dividing it from Newfoundland on the north; its western shore is also washed by the Gulf of St. Lawrence.

NOTE.—Nova Scotia (as described in the Commission to Lord Durham, on his memorable mission to British North America) is "bounded on the westward by a line drawn from Cape Sable across the entrance to the centre of the Bay of Fundy; on the northward by a line drawn along the centre of the said Bay to the mouth of the Musquat river (now called the Missiquash), by the said river to its source; and from thence by a due east line across the isthmus into the Bay of Verte." The inland part of this boundary is not yet defined; it is somewhat difficult to determine the source of the Missiquash in consequence of its numerous large arms extending into the country. This would best be done by tracing a minute survey of this river and its numerous tributories, and ascertaining their extent, and the volume of water they respectively supply.

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CIVIL DIVISIONS.

(This Province, like that of New Brunswick, is divided into counties and townships.)

Names and Population of the Counties.

Counties.	County Towns.	Population.		Increase.
		1838.	1851.	
Halifax,	City of Halifax,	28,570	39,112	} Increase in Nova Scotia proper, 53,611.
Lunenburg,	Lunenburg,	12,058	16,395	
Queen's,	Liverpool,	5,798	7,256	
Shelburne,	Shelburne,	6,831	10,622	
Yarmouth,	Yarmouth,	9,189	13,142	
Digby,	Digby,	9,269	12,252	
Annapolis,	Annapolis,	11,989	14,285	
King's,	Kentville,	13,709	14,138	
Hant's,	Windsor,	11,399	14,330	
Cumberland,	Amherst,	7,572	14,339	
Colchester,	Truro,	11,225	15,469	
Pictou,	Pictou,	21,449	25,593	
Guysborough,	Guysborough,	7,447	10,838	
Sydney,	Antigonish,	7,103	13,467	
Richmond,	Arichat,	7,667	10,381	
Cape Breton,	Sydney, }	14,111	17,500	
Victoria,	Bedeque, }	10,100	10,100	
Inverness,	Port Hood,	13,642	10,917	
Totals.—Counties, 18		199,028	276,117	77,089

GEOGRAPHY.

This Province, including both the Peninsula, or Nova Scotia proper, and the Island of Cape Breton, has a sea board of 900 miles, inclusive of the indentations of the coast; it is externally, every where indented by excellent harbors, and, internally, it is literally a net work of rivers, streams and lakes, many of which afford ship navigation. Its principal geographical characteristics will be found comprized in the following synopsis.—

Bays and Harbors.—The Bays of Fundy and Chignecto divide this Province from New Brunswick, and have been already described, together with their remarkable tides, under the head of the Geography of the latter Province.

Minas Channel, Minas Basin and Cobequid Bay, form an easterly arm of the Bay of Fundy, extending eighty miles into the country, and afford excellent ship communication with the interior of the central section of Nova Scotia proper.

Annapolis Basin, on the north west of the Province, is a beautiful inland Basin, connected with the Bay of Fundy by a narrow inlet, known as Annapolis Gut; it is situate immediately opposite to, and forty-five miles from the harbor of Saint John in New Brunswick.

St. Mary's Bay is a spacious sheet of water, separated from the Bay of Fundy by Digby Neck, and the islands at its south-western extremity. This Bay extends to within eight miles of Annapolis Basin, and affords a good harbor for shipping.

Abaptic Harbor is situate to the westward of the southern extremity of the Province; it is studded with small islands.

There are numerous bays and inlets between this Bay and Halifax harbor, affording good shelter and anchorage for ships of various sizes; the principal are Barrington, Shelburne, and Londonderry harbors; and Mahone and Margaret's Bays, all in the western part of the Province, and on the Atlantic coast.

Halifax Harbor, formerly called Chebucto Bay, is situate on the Atlantic coast, near the centre of Nova Scotia proper. This is one of the best and most spacious harbors in North America; it is capable of affording shelter and safe anchorage to the fleet, both naval and mercantile, of the most powerful maritime nation in the world; and it possesses the recommendation of being free from ice all the year round.

The principal harbors between Halifax and Chedabucto Bay, are Jedore, Ship, Spry, Mushaboo, Sheet, and Beaver harbors, many of which may be safely resorted to by shipping; the Bay of Islands, Liscomb Harbor, St. Mary's Bay, Fisherman's Harbor, and Isaac's Harbor. Speaking of the latter, Captain Bayfield, R. N., says, it "has good holding ground, with sufficient depth of water for any vessel." He also says Country Harbor "is navigable for the largest ships, twelve miles from its entrance," but requires care in navigating its mouth. Torbay, Whitehaven, Raspberry Harbor, Dover Bay, and Canso Harbor are small harbors to the east of Halifax, many of which are recommended by the authority we have quoted above, as affording good shelter from storms and safe anchorage. Admiral Owen, who surveyed this coast by order of the British Government, gives a most favorable opinion on Whitehaven; he speaks of it as a splendid and most commodious port, affording great facilities of approach.

Chedabucto Bay forms a part of the separation between Nova Scotia and Cape Breton; and "is wide and spacious; it is bold on both shores, and free from danger; on its southern side, which is high and nearly straight, are Foxes Island, and Crow Harbor;" the former is a safe resort for vessels pursuing the far famed mackarel fishery of the place; the latter "is on the south side of Chedabucto Bay, and is capable of containing ships of war of the fifth rate, merchant vessels, &c."

Milford Harbor, forming the westernmost entrance of the Bay, is a good harbor, offering every facility for the ingress and safe anchorage of ships.

The Gut of Canso is about fifteen miles long, and averages over three quarters of a mile in length. It is formed by Cape Breton Island on the north-east, and Nova Scotia proper on the south-west. Though there are some dangerous rocks along its margins, still it has deep water, and numerous indentations, affording shelter for vessels of the largest class; and it is a very important ship communication from the Atlantic, through the Colony of Nova Scotia, to the Gulf of Saint Lawrence and Northumberland Straits.

Saint George's Bay lies northerly from the Gut of Canso. It is a large Bay, and contains several small harbors, presenting facilities for the loading and unloading small class vessels. This Bay is the largest estuary in the north-eastern section of the Province.

Merigonish is an excellent bar-harbor, and lies seven miles easterly of the entrance to that of Pictou. It is, like most of the harbors on the north-eastern coast of this and the adjoining Province, subject to shifting sand-bars.

Pictou harbor "has a bar at its mouth of fifteen feet, inside of which is a capacious and beautiful basin," with from five to nine fathoms of water. It is a very important harbor, in consequence of the coal mines in the vicinity, and the other trade of the Gulf of Saint Lawrence.

Carriboo, *Tatamagouche*, and *Ramsheg* or *Wallace Harbors*, are shoal, but are easy of ingress, and possess safe anchorage for vessels of various classes.

Pugwash is an excellent harbor—in fact, one of the best on this coast. Ships of the largest class can enter, and take in or discharge their loads; the water is deep close to the banks of the inner basin, where a small navy might ride in safety.

The several harbors at the entrances to Philip, Goose, and Skinimicas rivers, are shoal, only accessible to small vessels, with the exception of the first, which will admit those of a somewhat larger size.

Bay Verte, already described under the head of the Geography of New Brunswick, is a large estuary, perfectly safe for vessels of a large class, which have to lie at some distance from the head of the Bay. The harbor at the mouth of the *Tiinish* river can be entered by schooners and small class brigs. The mouth of this river is the reputed termination, northerly, of the Province of Nova Scotia.

Cape Breton Island.—From the Gut of Canso, around the north-western, northern, and eastern coasts of this island, there are no harbors of any note, except *Aspy Bay*, which lies south of *Cape North*, until we arrive at *St. Ann's Bay*, which is a safe and spacious harbor, with a narrow entrance of four and a half fathoms at low water. In the inner basin, which is sheltered from all winds, the water is from five to ten fathoms in depth, with a muddy bottom.

Bras d'Or is an inland lake, which has two outlets into the Atlantic, known, respectively, as the Great and Little *Bras d'Or*. This lake, and its outlets, nearly divide the island into two parts. It is about to be connected with *St. Peter's Bay* by means of a canal.

Sydney Harbor, the entrance to which lies to the south-east of *St. Ann's*, is an excellent harbor, having "a safe and secure entrance, with soundings regular from sea into five fathoms." The water is from five to ten fathoms deep in the inner basin, and "is capable of containing the whole navy of Great Britain." We quote from Captain Bayfield.

The bays between this harbor and *Chedabucto Bay* are *Cow*, *Mire*, *Louisburg*, *Gabarus*, and *St. Peter's Bays*; some of them, and especially *Louisburg*, which was the great naval station of the French on these shores, form good and safe harbors for variously sized vessels.

Port Hood.—Recently this was a good harbor, but the natural protection which prevented the encroachments of the sand being now removed, it is unsafe, and the water shallow.

Capes and Headlands.—*Cape Chignecto* is at the head of the Bay of Fundy, and the extreme south-west point of the county of Cumberland. *Capes Blomidon*, in *Colchester*, and *Split*, in *King's*, are on each side, and at the head of *Minas Channel*.

Cape Sable is the most southern point of *Sable Island*, on the Atlantic

coast of Nova Scotia. It must not be confounded with the Sable Island hereafter described, which has been the scene of so many disastrous shipwrecks.

Cape Sambro and Penant Point are situate south of the harbor of Halifax, and form the southern extremity of the county of that name. Cape Canso is the most eastern extremity of Nova Scotia, and is often the first land sighted by steamers and other vessels on their passage to Halifax. Red Head lies north of Chedabucto Bay.

Cape St. George is situate to the north-west of St. George's Bay. Cape Porcupine, which is 560 feet high, is opposite Plaster Cove, where the beds of gypsum are exhaustless. This is the narrowest part of the Gut of Canso, and the point where the telegraph line crosses the Strait.

Capes John and Malagash lie respectively on the east and west sides of the entrance to Tatamagouche harbor.

Cape Breton.—Cape St. Lawrence and Cape North form together the most northerly extremity of the Island.

Cape Egmont is the southerly entrance to Aspy Bay.

Point Aconi is situate between the Great and Little Bras d'Or.

Cape Murgain lies between Cow and Mire' Bays, and Cape Breton is situate south of the entrance to Mire' Bay.

LAKES.—Lake George, Vaughan, St. John and Pubnico are all in Yarmouth county.

Lake Rossignol is of considerable size, and forms, with lakes Port Medway, Malaga and other small lakes, nearly a complete chain across Queen's county. Sherbrook Lake is in Lunenburg county.

There is a chain of lakes extending from Dartmouth, at the harbor of Halifax, towards the head of Cobequid Bay; the principal of which—Grand Lake—and several others, empty themselves into that bay by the Shubenacadie. This chain is now being connected with Halifax harbor by means of a canal—an undertaking which has long been talked of, and was first proposed for the passage of ships, but is now being adapted to carry small boats or barges only.

Ship Harbor Lake empties itself into the sea to the eastward of Halifax, and is situate near the centre of that county. Between this lake and Halifax harbor is a succession of small lakes, the principal of which are Major, Porter's, and Chezzetcook lakes, all in the county of Halifax. All the section of Nova Scotia proper, to the eastward of and including that county, is interspersed with small lakes, while the districts to the eastward and northward possess but few of any note.

Lakes of Cape Breton.—Ainslie Lake makes its exit into the Straits of Northumberland north of Seal Island.

The centre of this island consists of a chain of lakes and inland bays, as Whykokomagh Bay, Basin Saint George, Straits of Barra, and the Bras d'Ors (already described), which nearly divide the island into two parts. These lakes have numerous arms extending in every direction, and affording excellent internal navigation. The only remaining inland water of any note is Loch Lomond, which empties itself into the ocean east of St. Peter's Bay.

RIVERS.—Beginning at the head of Cumberland Basin, the principal rivers of Nova Scotia are the Missiquash, the boundary between this Province and New Brunswick, the La Planche, Napan, Macan, and Hebert; none of which are navigable for vessels. Apple river is a small stream emptying itself into Chignecto Bay.

There are a great number of streams which fall into Minas Basin and Cobequid Bay. Those on the north and east side are Partridge, Little and Great Bass, Folly, De Bert, Chiganois, North and Salmon rivers, which take their rise principally among the hills forming the Cobequid range in Cumberland, Colchester, and Pictou counties. Those running into the same bays on the south shore are: the Shubenacadie, which has numerous tributaries, known as the Stewiac, Saint Andrew's, Gay's, Nine Mile and Five Mile rivers, which have their sources in Colchester and Hants; the Shubenacadie has its principal origin in the lakes before mentioned, within a few miles of Halifax; the Avon, whose branches are numerous, the largest being the Kennetcook, Meander, Saint Croix, Half-way, and Gaspereaux; the sources are chiefly in Hants county. The Cornwallis, Cunard, and Habitant rivers rise in King's county, and fall into the Minas Basin west of the Avon.

The *Annapolis River*, discharging itself into Annapolis Basin, has, amongst its numerous smaller affluents, the Nictau and the Fales rivers.

From St. Mary's Bay we come to the Sissiboo, the Morogan, and the Salmon Rivers, in Digby county, and the Salmon and Tusket in Yarmouth; the latter, a stream of some importance, takes its rise in Digby and empties itself into Abuptic harbor. Proceeding along the coast and passing some inconsiderable streams, we come to the Clyde, Roseway and Jordan, which rise in Shelborne; the Broad, Liverpool, and Port Medway rivers, the latter being the largest which have their origin among the lakes of Queen's county; the Lahave, one of the most extensive rivers in this region, Petite, Gold and Middle rivers, all originate in Lunenburg county, and the two latter fall into Mahone Bay. Between this bay and Halifax harbor there are a number of small streams, but none of them of any extent. Sackville river falls into Bedford Basin, which forms part of Halifax harbor; around the westerly margin of this harbor and river, crossing the latter, is now being constructed the Atlantic portion of the European and North American Railway.

From Halifax harbor to Cape Canso the streams are numerous, but not extensive; the principal in Halifax county, are the Salmon, Musquodoboit, and the two branches of Middle and Mosure rivers. Liscomb is a small river taking its rise partly in Halifax and partly in Guysborough.

St. Mary's River, having numerous tributary streams, is the most extensive on the Atlantic shore of the Province; it has its sources in Pictou and Sydney counties, interlacing with the streams falling into the Northumberland Straits, and flows through Guysborough, making its exit in St. Mary's Bay.

Country harbor river also has its rise in, and runs through Guysborough, and as well as Salmon river, falls into Chedabucto bay.

The principal streams between the Gut of Canso and Pictou, are, Black, Pombhet, South, and West rivers; the two latter have their discharge in Antigonish harbor. All these rivers originate in and run through Sydney county and flow into St. George's Bay.

The principal rivers of Pictou county are, Barney's, French and Sutherland rivers, which empty themselves into Merigomish harbor; East river, famed for its coals, Middle and West river, all falling into Pictou harbor; and River John discharging itself into Brule harbor, which lies east, and forms a part of Tatmagouche harbor.

Waugh, French, Tatmagouche, and Dewars rivers, all take their rise in the high lands of Colchester, and fall into Tatmagouche harbor.

From hence to the boundary of New Brunswick at Bay Verte, the principal rivers are the Wallace, Pugwash, Philip, Goose, Shinimecas, and Tidnish rivers, all of which are small streams, except the Pugwash, which is deep at its mouth, but not extensive, and the river Philip, which has a large course; the three first have their sources on the north side of the Cobequid hills, and the others in other parts of Cumberland, all of them empty themselves into the Northumberland Straits.

The Rivers of Cape Breton, are, the two branches of the Margarie, and the two branches of Mabou, all of which run through Inverness county into the Gulf of St. Lawrence; Mire' river, and Salmon river, its tributary, take their rise in and flow through the county of Cape Breton, falling into the Atlantic, south of Cape Margain; and Grand River, originating in Loch Lomond, and emptying itself into the Atlantic, east of St. Peter's Bay.

Mountains.—This Province is very uneven; it is diversified by hills of considerable magnitude, and extensive plains. These hills nowhere assume the character of mountains, except in that range known by the name of the *Cobequid Mountains*. This range extends, though with some breaks, from Cape Chignecto, the most westerly point of Cumberland, nearly east to the county of Pictou, and from thence in a disconnected manner to the Gut of Canso. The height varies from four to eleven hundred feet; the lowest part found in the direction of the railway line near by Major Robinson's, by way of the Folly river, was ascertained to be six hundred feet above the level of high water; however, a lower line, though somewhat longer, may be obtained by way of the head of the Tatmagouche river. Some of the elevations in this range present picturesque appearances, amongst which are the Sugar Loaf, between Cumberland and Colchester, and Mount Thom, in Pictou. There is another range of hills, of lower elevation, extending from Minas Basin to Annapolis Gut.

The Atlantic coast of the Province is much broken by hills and vales, as are also many parts of Cape Breton, and the neighborhood of the Gut of Canso.

Islands.—Sable Island is a low sandy island, situate about eighty-four miles south easterly from Cape Canso. Its length is somewhat over twenty miles and it exceeds one mile in breadth. It has been the scene of numerous shipwrecks, lying as it does nearly in a direct line from Europe to the Atlantic centre of Nova Scotia, and therefore nearly in the direct track of vessels bound either out or home; numerous efforts have been made to prevent these misfortunes by the erection of a Light House, and to alleviate the sufferings of persons who may be thrown on the island by the formation of an establishment to provide for them. The Government of Nova Scotia have appropriated the sum of £1000 annually to this humane purpose, and keep a party resident thereon to afford assistance in case of wrecks. Capt. Bayfield lays down the position of the island as follows: Lat. 43, 56. Lon. 3, 32 east of Halifax Dockyard.

Scatari Island lies on the south of the entrance to Mire' River.

Gregor Island is to the south of Gabarus Bay; and Wood' Island, about half way between the former and the entrance to Chedabucto Bay.

There are several islands on the north side of Chedabucto Bay; the principal is Isle Madame, which is very irregular in shape and is included in the county of Richmond.

The largest island and the only one worth notice on the Province shore,

in the Northumberland Straits, is Pictou Island, which lies off the harbor of that name.

There are many islands straddling the Atlantic coast of Nova Scotia proper; they are generally near the shore, and therefore not dangerous to mariners.

Seal and Mud Islands are situated off the entrance of Abaptie harbor, forming the most southerly portion of Nova Scotia. Cape Sable Island lies in the entrance of Barrington harbor, to the eastward of the two former.

Long and Briar Islands form almost a continuation of Digby Neck, and divide St. Mary's Bay from the Bay of Fundy.

Maut Island is a small Islet lying to the south west of Chignecto Cape near the head of the Bay of Fundy.

GEOLOGY.

From the discovery of Nova Scotia to the present time, the value and extent of its minerals have been deemed important. As early as 1604, De Monts found various valuable metallic substances on different parts of its sea girt boundary, and ever since new discoveries of mineral wealth have been made in almost every section of the colony.

The surface of the country is beautifully variegated by lofty mural hills, and fertile vales, which give some parts of it almost an alpine appearance.

Geologists have divided the internal structure of the Province into three formations. The igneous formation consists of granite, trap and other primary rocks; the igneous includes the fossiliferous and carboniferous strata, such as lime stone, gypsum, &c., and those of the various kinds of slate belong to the metamorphic class.

In consequence of a large proportion of the surface of the Province being still covered with a dense forest, it is not possible to give a minute description of its geological features.

The primary rocks belonging to the igneous class, consist principally of granite, gniess, quartz, and mica slate; these are most abundant in the Atlantic counties and extend into the northern portion of Cape Breton; they are also observable in the southern part of some of the western counties. The land in the district occupied by this system is generally poor; from the hardness and unyielding character of these rocks they contribute but slowly to the formation of tillageable soil.

Almost the only useful substance found within this district, is granite, which is of the best quality for building, and other purposes; no metallic ores worthy of notice have yet been discovered.

The Siturian Rocks form an almost unbroken belt, extending from St. Mary's Bay, through the counties bounding on the Bay of Fundy, Minas Channel and Basin, and Cobequid Bay, through Colchester, Pictou and Sydney, across the Gut of Canso, and including a large portion of Cape Breton. It consists of shells, slates, and limestone, some of which have been found to be fossiliferous. Within the boundaries of this system, iron ore of excellent quality, and some copper have been found. An extensive deposit of the former runs along the southerly margin of the Cobequid mountains in Pictou and Colchester, and it has been discovered in some other places. The surface of this district, where it is not stony, is well adapted for agricultural operations.

The Carboniferous system, or coal formation, which covers about 2000

square miles of the area of this Province, is principally composed of red and gray sandstones, shells, gypsum and limestone, all of which are generally found in stratified positions.

The district occupied by this formation embraces nearly all the low lands of that portion of the Province lying north of the Minas channel and Cobequid Bay, with a small portion of the counties of King's and Hants; its southern boundary runs easterly in the direction of Cape Canso, at the entrance to Chedabucto Bay, comprehending, in its range, a large portion of Cape Breton.

The iron ores and clay iron stone of this system, as far as discovery has hitherto gone, have been observed in the counties of Cumberland, Colchester and Pictou, and in the island of Cape Breton; they are mostly of the hematite description.

The surface includes some of the best land in the Province, and is almost all capable of being cultivated and rendered highly productive.

The new red sand stone system, and the trap associated therewith, skirt, in isolated patches, the whole Bay of Fundy coast, from St. Mary's Bay to Minas channel, and both sides of the latter to the head of Cobequid Bay. Veins of magnetic iron and copper ores, and also agates and jaspers, have been discovered within these boundaries. This system contains soils of an excellent quality; and even the debris of the trap rock, when it is not too precipitous, is found, when tilled, to be very productive.

The limited geological researches already made in this Province seem almost to warrant the belief that it contains within its bowels useful minerals of almost every description, and in such great abundance, that all that appears wanting to their development is the application of capital, skill and industry, which would render these vast natural treasures subservient to the interests of the inhabitants. It is the opinion of many, however, that the cause that has paralyzed, in a great measure, this branch of industry, may be found in the following circumstances. In the year 1826, a large portion of the mineral wealth of the Colony was conveyed, by Royal charter, to the late Duke of York, who thus became the sole owner, for the term of sixty years, (of which thirty-one are still unexpired,) of all the mines and minerals in the Province not previously granted with the land; and the grant includes, with some few exceptions, all the minerals hitherto discovered. The reserved rent was the annual sum of £3,000 sterling, with a further sum of 1s. sterling for every ton, of 2620 pounds, raised, and four pence for every ton of ore worked exceeding a certain quantity. This lease was assigned to a Company of Capitalists in England, who were incorporated under the name of *The General Mining Association of London*, and who commenced their operations at Pictou and in Cape Breton, in 1828. The Royalty or Galage has been reduced, by arrangement between the Association and the Provincial Government, to a uniform rate of two shillings currency per Newcastle chaldron. Great and continued dissatisfaction has, however, arisen between the Company and the local Government, and in April, 1854, there was a joint application by both branches of the Legislature to His Excellency the Lieutenant Governor, praying him to confer, during the recess, with the British Government and the Directors of the Association, with a view to an adjustment of several points in dispute and a modification of the monopoly thus created.

The principal Minerals of Nova Scotia, economically considered.

There are few mineral substances of so much importance to the interests of a country as that of *coal*. Its use is essential on rendering every other mineral serviceable to man; manufactories cannot be profitably carried on without it. Steamboats require this fuel to enable them to traverse the deep; in fact, by its agency must all the great improvements in manufactures, in commerce, and in the intercourse between one country and another, be effectually achieved.

With regard to quantity and quality of this useful mineral, no country of equal extent on the American Continent is so highly privileged as the Colony of Nova Scotia.

There are five different places at which coal has been raised on a scale more or less extensive, namely, at the Albion or Pictou Mines, the Sydney, Bridgeport and Bras d'or Mines in Cape Breton, and the South Joggins in Cumberland. Besides these, outcrops have been discovered at numerous other places, at some of which small quantities have been extracted for local domestic use. These coal fields are very extensive, and further research will no doubt be crowned with success, as a large portion of the coal region is still mantled with its pristine vesture.

The Pictou Mines are situate on the east river of Pictou about eleven miles from the town, and seven from the harbor of the same name; with the latter it is connected by a railroad constructed by the General Mining Association. By this means the coals are brought down for shipment as long as the navigation of the Gulf of St. Lawrence is open, being from about the 1st May to the middle of November. When, however, a branch of the railway, now being built by the Provincial Government, is extended to this place, which its promoters have in contemplation to effect as speedily as possible, the coal may be transmitted to Halifax, not only for the supply of that city and the neighborhood, but also for shipment, during the winter, to the United States, and the various ports of the British Provinces. Under the provisions of the Reciprocity Treaty, there can be no doubt of this trade becoming very extensive, and forming an important item in the railway traffic; indeed, in connection with the Gulf Trade, and the local traffic, this line promises to be one of the most remunerative portions of the undertaking. These mines, as well as those in Cape Breton and at the Joggins, belong to the General Mining Association, who have also a Foundry in operation at the Pictou works.

The coal of Pictou is highly bituminous, and is used in the United States largely in the manufacture of iron and gas, and also for domestic purposes. Of the extent and quality of this coal, Dr. Gesner thus speaks in his *Industrial Resources of Nova Scotia*, p. 271: "Ten strata of coal have been penetrated; the main coal band is 33 feet in thickness, with 24 feet of good coal; of this only 12½ feet are suitable for exportation—the remaining part is applicable to furnaces and forges."

This coal weighs about 31 cwt. per chaldron, of 36 bushels, Winchester measure, or from 15 to 16 cwt. per cubic yard. The Newcastle chaldron is double the Winchester, and one hundred chaldrons of Winchester measure make nearly one hundred and twenty chaldrons of Boston measure.

The Pictou coal is sold by the Winchester chaldron, and the price at the leading ground in 1863, was, for large coal, from 15s. 6d. to 18s., currency, per chaldron, equal to 9s. 7½d., sterling, per ton, and for slack coal, from

5s. 6d. to 8s. per chaldron. The cost of shipping coal from Pictou to Boston in the same year ranged from two dollars and a half to four dollars per chaldron; at the same period the value of anthracite coal, in the markets of Boston and New York was from five and a half to six dollars per ton. The United States import duty on coal has varied very much from 1842 to 1845, the duty was \$2.60 per chaldron, during which time there were 46,866 Newcastle chaldrons shipped from Pictou to their ports; while between 1846 (when the duty was reduced to one dollar) and 1849, there were shipped 106,363 chaldrons. In fact, every reduction of duty has been followed by a marked increase in the export; thus shewing that we may reasonably expect a far greater demand and more extensive export of this important article, now that the Reciprocity Treaty has become law.

The price paid to miners for working the coal varies from 1s. 7d. to 2s. 2d. per cubic yard, which is equal to about 3s. 8d. per chaldron—at which rate a good collier can earn about 9d. per day. The cost of raising the coal from the pits to the surface of the ground is stated in the reports to the Legislature, to which we are indebted for several details, at 12s. 1 $\frac{3}{4}$ d. per chaldron, exclusive of contingencies. The number of vessels employed in carrying coals from the Pictou mines in 1853, was 105; the average tonnage of each vessel was 120 tons; of these 626 were engaged in the trade to the States, and of the latter 95 were American bottoms.

A new mine of superior coal has recently been opened, which, together with those already in work, will require a vast number of additional laborers to supply the increasing demands.

The *Cape Breton Coal Fields* are principally situate on the east side of the island, and mines have been opened at Sydney, Bridgeport, and Bras D'or. This Coal field is stated by Dr. Gesner to cover a space of 35 miles in length, to be of an average breadth of 4 $\frac{1}{2}$ miles, including the islets on the coast, and of vast thickness. The principal works are on the north west side of Sydney harbor, where a town has sprung up known as *Sydney Mines*. The greatest depth to which the working has reached is over 300 feet. The quantity of coal shipped from hence to the United States is not large; and it is principally used for domestic purposes, but it is also burnt on board the Cunard steamers, between Liverpool and Halifax, being well adapted for marine engines. A railroad is constructed from the mines to the place of shipment.

The Bridgeport mines are situate about a mile and a half from Bridgeport basin, and contain a seam of about nine feet in thickness, intersected by two thin veins of shalle.

The Bras D'or mines are situate near the mouth of the stream of that name, falling into the Bras D'or lake, and about four miles from its mouth. They are on a vein four feet in thickness and of fair quality.

The outcrops of coal have been discovered in many places on the Island of Cape Breton; it is supposed, therefore, that the coalfield is very extensive, and the facilities for shipment cannot be surpassed, as the principal veins skirt the sea board and the numerous harbors and inland sheets of water with which the eastern side of this island is so beautifully studded.

The number of vessels employed in 1853, in carrying the coal of these mines was 734, making with those employed in the coal trade of Pictou, a total of 1788, and amounting in the gross to 170,000 or 180,000 tons of shipping.

The *Cumberland Coal Field* is very extensive; besides numerous out-

crops which have been observed in various localities, there have been some seams of great thickness and good quality discovered, some of which are worked.

At *Maccan* a vein of 12 feet in thickness is reported by Dr. Gesner to be of good quality.

The *Spring Hill* coal seam, or rather bed, for its depth has not been ascertained, is about ten miles from the navigation of the *Maccan* river, and about twenty-one miles from the harbor at *Parrsboro'*; at the latter place there are excellent facilities for shipment, and it is free from ice at almost all seasons of the year. The coal is good, being highly bituminous and free burning.

At the *South Joggins*, there is an extensive stratum of coal, which outcrops at many places along the coast and on the streams; the coal is of fair quality and is worked by the General Mining Association to a considerable extent. This Company has expended large sums in the formation of a breakwater at this spot, and otherwise in the development of the *Cumberland* coal field, the extent and value of which, together with its proximity to the towns and settlements on both sides of the *Bay of Fundy*, and the facilities for shipping to the United States, render it of vast importance to this section of the Province; all that is required to make it available is fresh enterprise and increased capital.

There are many other localities in various parts of *Nova Scotia*, where coal has been discovered, but its extent and quality cannot be ascertained without much further research. Several outcrops have been found on the bank of the streams flowing from the *Cobequid Hills* to the *Bay* of that name in *Colchester*, and traversing a sort of table land intervening between the mountains and the shore.

The Coals of *Nova Scotia*, especially those of *Cape Breton* and *Cumberland*, are highly fossiliferous, and present great attractions to the curious and scientific.

The amount of rents and royalties paid to the Local Government of the Province by the General Mining Association, from 1827 to 1853 inclusive, gives an average of £5,000 per annum, being £136,245 in the whole.

Table, shewing the quantity of coals raised, sold, and exported from the mines of Nova Scotia, during the years indicated, in Newcastle chaldrons.

Years.	Albion Mines, (Pictou.)	Sydney Mines.	Joggins Mines.
1850,	34,279	26,248	1,215
1851,	27,725	24,773	1,322
1852,	34,873	28,146	1,798
1853,	44,437	27,578	1,996

The total quantity of coal raised, sold, and exported from the *Albion Mines*, between the years 1826 and 1854, was
497,183 *Newcastle chaldrons*.

From Sydney,	479,041	Newcastle chaldrons.
“ Bridgeport,	55,522	“ “
“ Bras d’Or,	2,175	“ “
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Total from Cape Breton,	536,738	“ “
“ Joggins,	7,700	“ “

There has been no coal raised at Bridgeport or Bras d’Or mines since 1849.

The amount of royalty on 31,520 chaldrons, 34 bushels, is £3,152 0s. 11d. sterling.

Iron Ores, of various descriptions and qualities, are found in almost every section of the Colony, but more especially within the carboniferous system. The veins are principally of the hematite, although by no means confined to that variety.

A large portion of the iron ore as yet discovered in Nova Scotia has fallen within the limits of the lease to the Duke of York, which requires him to pay the royalties before mentioned, “and one-twentieth part of gold, silver, lead, copper, and all ores and metals that might be raised.”

Although there are numerous places, such as a district round Annapolis, and parts of the mineral district of Londonderry and Onslow, which, having been previously granted without reservation, are not under the control of the General Mining Association; still the few attempts that have been made to bring them into operation have, with one exception, been abortive. This failure has arisen, principally, from the want of capital and enterprise; so that it may fairly be questioned whether, if the mines and minerals had not fallen into the hands of the rich capitalists forming the Association, they would have been worked to as great an extent, and contributed so largely as they have done, even if they had been exempt from rents and royalties, to the general resources of the Province; and it is very doubtful whether the Pictou mines would have been opened, had it not been for this Association, even if they had been perfectly free to the operations of enterprising capitalists. New Brunswick is not thus crippled; but her mineral riches, which are undoubtedly valuable, are almost all sealed, for want of the capital and industry necessary to their development.

A deposit of specular iron ore, of the best variety, and said to be inexhaustible, has been discovered, skirting the south side of the Cobequid mountains. This ore possesses a high per centage, amounting to 66 parts of pure metal in 100, which is nearly double the produce of a large portion of the ores which are profitably smelted in Europe. The depth of this vein, or rather assemblage of veins, has never been properly ascertained; it is said to vary in thickness from fifteen to fifty feet. One peculiar property possessed by this ore is the ease and cheapness with which it is converted into steel of the best kind. Several edge tools manufactured from this steel as well as some wire of excellent quality were shewn at the Great Exhibition in London in 1851, and received most favorable notice. Many of these veins both of magnetic and specular ore are imbedded in a stratum of limestone, itself intermixed with iron ore called amperite, which extends to a thickness of from 2 to 300 feet, and has been ascertained to run parallel with the mountains and the sea for fifteen or twenty miles. The Acadian Mining Company has been established by the enterprise of Charles D. Archibald, Esq., for the purpose of working these ores, and its favorable position for shipping as well as the water power it possesses, gives it great ad-

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vantages; the iron smelted here, though of very limited quantity, commands a high price in the London market. Every facility is here afforded for the extension of works of this nature, such as vast quantities of wood for charcoal, many streams descending from the hills offering sites for water wheels, and, as is believed, many veins of coal on the table land immediately adjoining; and these numerous advantages combine to render this iron-bound region peculiarly valuable. Surely the time is not far distant when they will be appreciated, and in place of our importing large quantities of iron, this latent mineral storehouse of wealth will be opened, and rendered subservient to the interests of the country.

A valuable bed of iron ore, over six feet in thickness, has been discovered near the *Nictau river* in Annapolis, where the Acadian Mining Company have begun some works. Iron was manufactured at this place in the early settlement of the country. Iron ore is also met with at the Pictou coal mines, and also about twelve miles above them; at the latter place the vein is about 15 feet in thickness. Smelting has been carried on at the Albion Mines, but only to a limited extent.

The hematite variety of iron ore has been met with near the Shubenacadie river, and at Grand Lake in the county of Halifax, as well as at numerous other places, but no smelting operations of any note have been instituted. Is it possible that, in these days of railway speculation, of the increased construction of machinery of every description, and of shipbuilding, when such vast quantities of this metal are required for domestic and other purposes, that an investment in iron works, conducted with the skill which could be procured from the mother country, would not well repay the outlay of capital? and why is not the march of enterprise directed towards these minerals, to provide at any rate a sufficiency for our local wants?

The number of Foundries, &c., in 1851, was as follows:

		Value.	Quantity of iron smelted.	Value of Castings.
Halifax	2	£2,000	30	£500
Yarmouth	1	100		
Annapolis	1	1500		170
Colchester	3	5000	250	113
Pictou	1	800	120	1,503
Cape Breton	1	3,500		1,200
Totals,	9	12,900	400 tons	£3 486

Copper Ores, from their difficulty to trace, are not so manifest in this Province as many other minerals; indications of this metal have been observed at various places in the counties of Pictou, Cumberland and Colchester, but no lode has yet been ascertained to be of a workable character.

Ores of Manganese have been found in the county of Hants, from which a few tons have been shipped to the States. It is also met with in some other places, but not to any extent.

Ores of Lead (galena) are discovered on the Shubenacadie, Steviacke, and some other places, but are not supposed to be in sufficient quantity to yield a profit

Granite of an excellent description is found at Annapolis and many other spots; indeed this useful substance is abundant along the whole Atlantic coast, where it has been quarried, and used in the erection of the citadel at Halifax, and various public edifices. Small quantities have been

shipped to the States and other places; and a quarry has recently been opened for exportation near the newly constructed railway.

Mica, quartz, fellspar, porphyry, slate, chrystal, sulphurets of iron and copper, and various other mineral substances have been discovered in different parts of the province.

Gypsum.—There are two varieties of this valuable substance, both found in Nova Scotia in great abundance, accompanied by marls, sandstones and lime. Gypsum is so plentiful within the coal measures, that description would fail to give an idea of its quantity. It may be seen in many places in Hants, at Truro, and Londonderry in Colchester, at various spots in Pictou, and in Parrsboro, Maccan, Napan, River Phillip, Pugwash, and Wallace in Cumberland, as well as in the central portion of Cape Breton. Here it is only now beginning to be used to a small extent, and as a substitute for lime in fertilizing the soil and rendering it more pliable; but it is considered as a valuable manure in the States, and large quantities are shipped to that market from Windsor and other places along the Minas basin and at Pugwash. The gross amount quarried in 1851, was 79,795 tons, of which 76,743 were shipped in the county of Hants. The whole quantity exported was valued at £10,498.

Limestone, like gypsum, is very abundant throughout the coal formation. Some of it is capable of being polished to a high degree, and some fine specimens of *marble* have recently been sent to England from the neighborhood of Parrsboro' and the Five Islands. Lime is now coming into use in farming operations, and can be obtained in great abundance at Pugwash, Wallace, and other places on the gulf shore, also near Amherst in Cumberland, various spots in Colchester, and in numerous other places in the Province. In 1851, there were manufactured in the Province 18,603 casks, valued at £4,433. Nearly one half of this quantity was burnt in the county of Pictou.

Grindstones, of which the total number of tons manufactured in 1851, was 37,570, valued at £5,857. Of this amount 36,712 tons, valued at £5,198, were made at the Joggins in Cumberland, 363 at Pictou, and the remainder in the counties of Colchester, Inverness, and Cape Breton. The stone in the Province adapted for this purpose and for building, as freestone, is exhaustless.

Ochres of a ferruginous character, abound throughout the Province. As an illustration of their use it is only necessary to refer to the celebrated patent *fire-proof patent*, called Boss's Patent Artificial Slate; and to the other metallic paints, black, purple, and red, manufactured in the county of Colchester. The first named valuable material is found, from its adhesive qualities, to be a great preservative for edifices of every description, for ships, and also for all metals. It is extensively used both in the Colonies and in the United States.

Plastic Clay, used in the manufacture of bricks and pottery, is found in almost every county. In 1851, there were 2,845,400 bricks made, valued at £3,211.

Salt-springs occur in many places in the counties of Hants, Pictou, Colchester, and Cumberland, and in the island of Cape Breton, but no effectual steps have been taken to render these valuable deposits of saline matter subservient to the pressing wants of the country.

There are numerous other mineral substances found in the Province by Dr. Gesner and others, but those we have enumerated are the principal yet discovered which enter into the economical wants of the country.

FOREST TREES OF NOVA SCOTIA.

The climate, soil, and vegetable productions of Nova Scotia are so similar to those of New Brunswick, that it would be mere repetition to dwell at any length on the contents of its forests; and we shall therefore confine ourselves only to an enumeration of the most useful trees found in the Province, and the value of the timber manufactured therefrom for exportation. Notwithstanding the great extent of land within the colony which has been stripped of the forests, by the hand of man or by the operation of fire, there are still large tracts yet covered with trees of the most valuable description, in an economical point of view, the principal of which are comprised in the following notice.

The most common and most generally applicable, both for exportation and domestic purposes, is the *spruce*, of which there are two species—the white and the black. The latter is the most valuable and extensively useful; it is manufactured into deals, battens, masts, spars, plank, boards, scantling, shingles, and a variety of other articles too numerous to mention.

Pine, of which ten varieties have been noticed, in addition to all the various purposes to which spruce is applicable, is employed in the finishing of edifices of every description. The most valuable is the white pine; this species, from its size and durability, is much sought after for spars and masts. It is getting very scarce in this colony.

The *silver fir* is very abundant throughout Nova Scotia.

American larch, which is known by a variety of names, as tamarac, cypress, and juniper, but more generally by its Indian name, haematac, is found in great abundance. Its importance, especially in ship-building and for railways, is so well known that further notice in this place is unnecessary.

The next in order are the *maples*, of which there are several species: the white sugar maple, black sugar maple, white maple, red maple, moosewood or striped maple, and the mountain maple bush. The most important are the sugar maples, from the bird's eyes, scrolls, and other peculiarities presented by their wood when used in cabinet making and upholstery, but more especially for their sugar-producing qualities. Of this article, there was manufactured in the Province, in 1851, the large quantity of 110,441 pounds. Each tree produces, on an average, three pounds of sugar in each season.

There are numerous species of the birch—the yellow, white, grey and black birch, all of which are applicable to various purposes; but the last is the most valuable and most extensively useful.

Beech, of which there are two species—the red and white—is met with in large quantities.

There are two species of *elm* known to exist in this colony—the red and the white.

Hemlock spruce, generally known by the name of hemlock, is remarkably plentiful throughout the Province.

There are several varieties of *ash*, known as the black, white, yellow and grey ash; but on examination, they will be found to belong to two species, namely, the white and the black. Almost all the swamps furnish supplies of this valuable wood.

There are two species of the *oak*—the red and the black—found on the borders of streams.

Poplar, including the tree poplar, the aspen, and the white-leaved poplar, is produced in great abundance throughout the Province.

Cedar is not so plentiful in Nova Scotia as in New Brunswick, where it is found in great quantities.

The foregoing catalogue comprises most of the trees from which the exports given in the following summary are derived :

The gross amount, in value, of the timber exported from Nova Scotia in 1847 was £76,332.

In 1853, the value of the exports of this nature of all descriptions was as follows :

Lumber, (sawn,)	£115,989
Shingles,	4,454
Staves and Hoops,	2,570
Spars and Knees,	6,547
Timber. (soft wood,)	3,590
Do. (hard wood,)	5,494
Wood, (cordwood),	26,151
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Total,	£164,795

Shewing an increase in six years of £88,463

And if we add to this the value of the timber manufactured into ships, many of which are annually sold in other countries, to say nothing of the vast quantities used for domestic purposes, this sum would be greatly augmented. The value of the forest timber, both of this and the adjoining Province, is only now beginning to be known : for, while the demand for these articles must be much increased in the British markets, there is now an additional source of trade opened by the Reciprocity Treaty with the United States, which will absorb a large additional quantity, and probably at more remunerative prices.

As to the qualities of several of the woods of this Province for upholstery and cabinet ware, they can hardly be surpassed. In testimony of this assertion it is only necessary to visit the cabinet shops of the country, which display articles of various descriptions possessing both beauty and durability : and as a further proof, we may refer all who take an interest in this subject to the Museum at Halifax, where they will find upwards of sixty beautiful specimens of native woods manufactured in the Province, evidently shewing that the inhabitants are underrating the capabilities of their own country and the skill of its artisans, when they import articles of this description of foreign growth and manufacture.

For a more detailed account of the forest trees, their uses, and the soils upon which they respectively grow, the reader is referred to the article "Botany," in our description of New Brunswick.

The following list of indigenous plants which have not yet been rendered valuable in a commercial aspect, comprizes the principal part of the forest production of Nova Scotia :—

Hazel Nut,	Balm of Gilead,
Hornbeam,	Bill Berry,
Butternut,	Swamp willow,
Locust Tree,	Black willow,
Wild Cherry,	Basket willow,
Thorn,	White Alder,
Dogwood, mountain ash or Rowan,	Black Alder,

Flowering Plants.

There are a large number of flowering plants to be met with in every direction. In the month of June, indeed, both fields and forests present a great variety affording both beauty and fragrance. Their study has not as yet attracted much attention although a more delightful and instructive pursuit can hardly be imagined. The following is a list of the more obvious, in addition to many of those given in the foregoing catalogue.

Wild Gooseberry,	Plum,
Currant, two species,	Whortle Berry,
Rose, two species,	Lilies, three species,
Strawberry,	Indian Cup,
Raspberry,	Hemp,
Blackberry,	Sarsaparilla,
Dew Berry,	Sumach,
Red Cranberry,	Low Moosewood Bush,
Grey Cranberry,	Blue Berries,
High bush Cranberry,	Tea Berry,
Cherry,	Huckle Berry,
Choke Berry,	Ground Hemlock.

Many other of the indigenous plants and shrubs enumerated in pages 55 and 56, will be found in Nova Scotia.

As a fruit growing country, Nova Scotia, especially its western counties, is not far behind other parts of this continent. We have no means of ascertaining the quantity of fruit raised in the Province, but, judging from that exported, we are led to believe it must be very great. In 1853, there were 40,045 bushels of apples and plums shipped, principally to the other North American Colonies, valued at £6,849. Considering the very sluggish and careless manner in which orchard culture is pursued, this must be looked upon as a large yield. We have no doubt that this branch of arboricultural business must, ere long, become a prominent pursuit of the people of the Province. It is scarcely possible that it should remain much longer in its present neglected state.

FISHERIES OF NOVA SCOTIA.

As the fisheries of this Province differ so little either in extent, kind, or quality, from those of New Brunswick, of which we have already given as full and detailed description as our limits would allow, we propose to afford but brief consideration to this important branch of industry in its commercial aspect only.

Since the Elgin Treaty has become the law of the land, conferring on the citizens of the United States the privileges of fishing on the coasts of the British Provinces; and giving in return the same liberty the colonists on certain parts of the shores of the Republic, together with a free and uncontrolled market in all her seaports for the produce of their waters, we may reasonably anticipate a large increase in the catch and the exportation of fish by the Provincials; and this is more especially applicable to Nova Scotia, which is surrounded, and every where intersected by waters teeming with every variety of the most valuable fish.

The numerous treaties and long pending negotiations that have heretofore been made and carried on, by Great Britain, spurred on by her Colonies, on

the one part, and by the French and American Governments on the other as well as the protection afforded by England, at no small cost, by numerous armed vessels on these shores, evince most strongly *the vast extent and value of the fisheries of British North America.*

There is indeed no part of Her Majesty's Colonial Dominions to which this branch of business is of more importance than to Nova Scotia. When her forests shall cease to afford the supplies of lumber they now furnish, the products of her fisheries will become one of her staple articles of exportation, ranking perhaps, second to her agricultural produce. One feature in their recommendation is the cheapness with which they may be pursued, for while an outlay of many thousands is required to bring into action even a small portion of the mineral wealth of a country, a comparatively trifling cost will amply provide the necessary outfit for this purpose. It is true that the miner sometimes meets with unexpected success, from the discovery of some new mineral not at first supposed to be within his range, or from the superior quality of the vein he may open; but it is equally evident that, from the variety of fish, no less than seventy species, frequenting these waters, at different seasons of the year, that the prudent fisherman need be at no loss; for if the catch of herrings fail, he may devote his time and attention to that of mackarel, as well as to the shad, salmon and many other species well suited, either for the table or the production of oil.

The different families, generally and species of fish usually found on these shores, have been enumerated under the head of the fisheries of New Brunswick, *page 82, sec.*

The following statistics will shew to some extent the value of the export trade in fish to this Province; but as we have no means of ascertaining the quantity consumed in the colony, these figures will not convey a proper idea of the full importance of this branch of business.

From the reports made to the Legislature in 1849, it appears that there were exported in that year:

236,028 barrels of pickled fish,
245,620 quintals of dry fish,
27,431 boxes of smoked fish,
825 tons of oil.

Of which 91,785 barrels of pickled fish were shipped to the States, notwithstanding the high duty.

The imports of fish during the same year, were:

17,181 barrels of pickled fish,
80,983 quintals of dried fish,
4,570 boxes of smoked fish,
297 tons of fish oil.

In 1851 there were 812 vessels of the aggregate burthen of 43,333 tons manned by 3,681 men, and 5,161 boats, whose crews were 6,713 men; also 30,151 seines and nets, employed by Nova Scotia.

In the same year there were exported—

277,870 quintals of dried fish,
168,160 barrels of pickled fish,
14,567 boxes of smoked fish,
1,076 tons of fish oil,

Of which there were shipped to the States—

58,196 barrels of mackarel,
18,490 “ herrings,

3,215 barrels salmon,
3,603 quintals of cod fish.

The total value of exported fish during the same year was £235 000.

Applications for the bounty on the mackarel fishery by the hook and line, were made on the 3,378 tons, the crews amounting to 699 men; and the amount paid was £1,879.

During this year, though the American fishermen pay from six shillings to seven shillings and six pence per barrel for every barrel of mackarel brought into their country, there were from 1,000 to 1,200 vessels from the States fishing in the Gulf of St. Lawrence, which brought into Massachusetts alone 329,278 barrels.

The following table shews the ports in Nova Scotia from which fishing vessels have sailed in 1853, the number of vessels from each, with the tonnage and men employed:--

Port.	Vessels.	Tonnage.	Men.
Halifax,	149	5,816	* 1,240
Yarmouth,	54	1,982	400
Lunenburg,	23	1,130	244
Windsor,	1	14	4
Liverpool,	13	585	106
Pictou,	6	316	63
Guysborough,	11	382	76
Digby,	4	97	23
Sydney,	8	204	53
Arichat,	44	1,155	152
Annapolis,	1	16	4
Clements Port,	2	23	8
Port Medway,	5	152	33
Pugwash,	5	380	60
New Edinburgh,	6	282	30
Cape Canso,	24	861	174
Argyle,	7	193	49
Sheet Harbor,	2	57	7
Pubnico,	7	206	55
Canada Creek,	1	26	5
Gates's Breakwater,	3	43	15
Westport,	16		
Ragged Islands,	27	952	218
Ship Harbor,	10	283	52
St. Mary's,	3	75	19
Port Hood,	3	139	36
Barrington,	17	413	116
Church Point,	3	72	19

The following quantity of fish was exported from Nova Scotia in 1853:

Kind of fish.	Quantity.	Value.
Shad and Salmon,		£19,607
Mackarel,	78,763 barrels	77,243
Herrings,	128,160 "	78,545
Smoked Herrings,		3,053
Codfish,	249,800 quintals	159,000

Alewives,	8,608 barrels	6,536
Scale fish,	38,362 quintals	16,767
Oils, &c.,		27,252

Total, £388,003.

Of this amount the value of £64,990 was shipped to the other North American Colonies; £141,433 to the West Indies; £117,944 to the United States, and the remainder to Great Britain and other countries; thus it will be seen that the West Indies offer a valuable market for the fisheries of these Provinces.

The value of the fish imported into Nova Scotia, principally from the other Provinces, in 1853, was £111,567

Excess of exports over imports, 276,436

Excess of exports of 1853 over those of 1851, 153,000

shewing a great augmentation of this branch of industry, within two years.

Much attention has been recently paid by the Legislature of this Province to the fisheries of its rivers, which, at one period of its history, teemed with salmon, shad, gaspereaux or alewives, and trout, but all these species are now becoming much more scarce, in consequence partly of the obstruction to their passage up the rivers to their spawning grounds, by mill dams; and partly of the vast quantities of saw dust thrown into the streams by the mill men, which is found to be highly injurious to the fish. It is said, though we doubt it, that fish ways through, or rather by the side of mill dams, by which the fish may ascend cannot be made without impeding and in a great measure stopping the operations of the manufacturers of lumber; and the question would then resolve itself into one of economy — whether it will be more advantageous to check, and for a certain time, stop the saw mills, or, which has been almost done already, to destroy the river fisheries.

CLIMATE.

The observations made in a former part of this volume, respecting the climate, the indigenous productions, and the agricultural capabilities of New Brunswick, will apply, with a few exceptions, to Nova Scotia. The winter in the latter Province is not so severe, especially on the Atlantic coast; nor does the snow fall to so great a depth, except along the northerly side and summits of the Cobequid Mountains. Here, though the falls are often considerable, yet it goes off earlier in the spring than in the northerly portion of the adjoining Province. It appears as if the increased agricultural capabilities of some sections of these Colonies were attributable to the quantity of snow with which they are covered; and it has always been observed that these seasons are the most productive, in which this covering has remained on the ground of a greater depth during the whole winter, and to a later period in the spring, and has not been subject to alternate thaw and snow-storms; these changes expose the roots of grass and other vegetables to piercing frosts, which often displace and raise the ground around them. Besides this, snow has some fertilizing property, in condensing, as it were, the salts contained in the atmosphere, and by the floods usually produced by the thaws, a rich sediment, or debris, is brought down from the more elevated parts, and deposited on the table lands, rendering them the most productive portions of the country. Hence, probably, may arise the wheat

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and other grain producing character of the north-west section of New Brunswick, and the rapidity which which, in that locality, those crops attain to maturity. The western and milder section of Nova Scotia is equally distinguished for its productiveness in potatoes and fruit; and these two peculiarities of the two Provinces will be found to depend upon the variations of climate, as well as upon the dissimilarities of the soil of the two districts. It is now generally understood that, in an agricultural point of view, more depends upon the geological character of a country than upon its climate; hence follows the importance that the former should be well understood by all interested in agriculture.

The mean temperature of the year, in the	} By Fahrenheit's Ther- mometer.
Province of Nova Scotia, is	
Extreme of cold, (below zero)	
Extreme of heat on the shore,	

AGRICULTURE.

The character and distribution of the soils of Nova Scotia for agricultural operations, and the manner of pursuing this important branch of industry, differ little from those of the sister Province. The Province, with the exception of a strip of land, of a metamorphic character, fronting the Atlantic, is highly calculated for the labors of the farmer, and, under a proper system of tillage, will vie with any other country, of equal extent, on the North American continent. Its whole gulf coast, from the New Brunswick boundary to the Gut of Canso, consists of excellent land; and from thence, through its greatest length, from Canso to the western extremity of the Bay of Fundy, the soil is well adapted for cultivation. Even along the margins of the numerous bays, rivers and streams, falling into the Atlantic, much good land is to be found, consisting of rich alluvial marshes and meadows, as well as upland of the best quality; and there are many other intervening tracts which well repay the hand of industry, more especially as many of the beautiful harbors, which everywhere stud this coast, are enlivened by thriving villages, where infant manufactories, ship-building, and fisheries are carried on with both energy and profit; thus affording to the farmers a home market for their surplus produce. Upon the whole, it may be fairly estimated that, while one-half of the area of Nova Scotia is well calculated for tillage, about three-fourths may be cultivated with profit.

Since the application of chemistry to agriculture, much attention has been paid to the geological character of soils; and, while man can do little to ameliorate the climate of a country, except by clearing its forests, a great deal may be done by the aid of science, in the improvement of the quality of the land, especially where, like this Province, there is so great a variety in the composition of the soil.

We do not here propose to enter into the geological minutiae of the soils of Nova Scotia. The reader will find the agricultural capabilities of the Province ably depicted in a little work recently published by J. W. Dawson, Esq., entitled "Scientific Contributions towards the improvement of Agriculture in Nova Scotia"—a work which no farmer in the lower Provinces ought to be without.

Geologically considered, the soils may be briefly distinguished as follows:

First, *Alluvial Soils*. This character of soil embraces several varieties, such as the red marsh, in the counties of Cumberland, Hants, King's, &c.,

which is principally composed of fine sand and clay, mixed, more or less, with decomposed manure, plants, and particles of marl and other substances, deposited on the low lands skirting the Bay of Fundy and the streams falling into it. This is the most productive land in the Province, and some portions of it have been yielding large burthens of hay, of the best quality, for upwards of one hundred and fifty years, without any appliances. The peculiar nature of these marshes has been noticed, at some length, in a former part of this work. There are 36,000 acres of soil, of this class, bordering on the Bay of Fundy, worth at least £16 per acre, beside large quantities not yet reclaimed from the sea, and other extensive tracts, especially in the county of Cumberland, which require to be irrigated by, and to receive a further portion of sediment from, the muddy waters of the Bay, before they can be brought into a state of cultivation.

Another quality of marsh is that bordering on the Atlantic and Gulf shores. In 1851, there were about 4,000 acres reclaimed from the sea by dykes; it is light and carthy, and its average value is about £6 per acre, though some of it far exceeds that price. There are still numerous tracts of this soil capable of being reclaimed.

The last and most comon variety of this description is intervale, which is composed of the debris of the higher lands deposited in the ravines and on the borders of inland streams by freshets. This class of alluvial soil is very valuable on account of its productiveness, and also because its use as a manure on the upland adds much to the grain-producing qualities of the latter.

The soils embraced by the *carboniferous system* form the best upland in the Province, and in a forest state it is found clothed with excellent timber. This region is very extensive; nearly all that portion of the Province north of a line drawn from the head of St. Mary's Bay to Cape Canso, including Cape Breton, comes within its limits. It comprehends loam, marl, lime, gypsum, clays, sand, &c., and there is therefore every facility afforded for making composts. It is within the boundaries of this division that agriculture is prosecuted to the best advantage, and where persons desirous of locating themselves for farming purposes should select their lands.

Within the carboniferous or new red sandstone district, there are high ranges of land, the principal of which is the Cobequid Mountains, as they are called. Many of these, it is true, present a mountainous appearance at a distance; but the writer observed, while on a railway survey of this Province in 1853, that the acclivities of these hills, generally speaking, are not abrupt, and there were few places where farming could not be carried on with advantage. Maple, beech, birch, spruce, and other valuable timber may be seen growing along the sides of the hills, and extending, in many instances, to their very summits. In fact, there appeared to be hardly any spot so steep or rugged as to prevent pasturage, or even the growth of grain and other vegetables. Hundreds of families might be located in this section of the country with advantage.

The number of acres of cleared land, including marsh, in 1851, was 889 322, and in 1827 there were only 274,501; shewing an increase of 564,821 acres cleared within the short space of 24 years.

Agricultural Products.

Wheat grows well in the central and eastern parts of Nova Scotia proper, including the range from the Gut of Canso to the New Brunswick boundary,

but the fogs of the Atlantic and Bay of Fundy are highly prejudicial to its ripening on these shores. In 1851, there were 297,157 bushels of this grain raised in the Province; of which 186,497, or nearly two thirds were grown in the counties of Sydney, Pictou, Colchester and Cumberland; this fact shews the superiority of this section of the Province in the production of wheat, and the same peculiarity extends along the whole north eastern shore of New Brunswick to the boundary of Canada.

In 1851, there were raised in this Province—

Oats,	1,384,437 bushels
Barley,	196,097 “
Rye,	61,438 “
Buckwheat,	170,301 “
Indian Corn,	37,475 “

In 1827, there were raised, of wheat, 161,416 bushels, and of other grain, 799,665 bushels.

By the statistical returns of 1851, it appears that the middle and eastern counties, including Cape Breton, produce the largest comparative quantity of oats—each section seems to be equally adapted for the growth of barley. We cannot, however, rely on these tables to shew the crops which may be best suited to a new country; as farmers are very apt, when one kind of produce succeeds well, to pursue its cultivation to the neglect of others. This was the case with regard to potatoes, for the growth of which all these Provinces were so well adapted, previous to their being affected by disease. This practice cannot be too strongly represented, as it is a part of the duty of every scientific farmer to attend to the culture of all such productions as the climate and soil of his country will permit.

With regard to other agricultural productions, there were raised in

	1851.	1827.	Increase.
Hay,	287,837 tons	150,976 tons	137,861
Peas and Beans,	21,638 bushels		
Grass seeds,	3,686 “		
			Decrease.
Potatoes,	1,986,789 “	2,434,766 bushels	447,977
Turnips,	467,127 “		
Other roots,	32,325 “		
Butter,	3,613,890 pounds		
Cheese,	652,069 “		

The above table shews the effect produced by the disease in the potatoes, which commenced in 1845, and has continued to affect them in some parts of the country, until the present time. However it is now disappearing, and we may hope that this excellent esculent is beginning to recover its former prosperity. The deficiency in the crop raised in 1851, compared with that produced 24 years previous, when the facilities for their growth were much less, is very remarkable.

The average time of sowing and reaping may be taken as follows :

	Sowing.	Reaping.
Wheat,	May 11th	August 20th
Oats,	“ 5th	“ 25th
Barley,	June 1st	“ 10th
Buckwheat,	“ 20th	Sept. 15th

The average of each of these periods, as well as that of digging potatoes and other roots, is a few days earlier along the southern division of Nova

Scotia, than it is in New Brunswick, but the difference is generally very little.

Average yield and weight :

Wheat,	bushels per acre	29	weight, per bushel	60 lbs.
Oats,	" "	40	" "	40 "
Barley,	" "	38	" "	51 "
Rye,	" "	39	" "	52 "
Buckwheat,	" "	41	" "	58 "
Potatoes, when not affected by rot,		225		
Turnips,		500		
Mangold Wurtzel,		600		
Hay from 1½ to 2 tons per acre.				

The weight of wheat exhibited at the Industrial Exhibition held at Halifax in 1854, varied from 63 to 66 lbs. per bushel; buckwheat from 56 to 58; barley 57; oats from 41 to 48; indian corn 62, and rye 58.

Root crops arrives at great perfection in this Province, as well as a variety of grasses. The upland produces timothy, and both red and white clover; and the marshes yield the same herbage, with the other varieties of hay grass such as salt hay, sage, brown top meadows abound also with several species, all of which are eagerly sought for both by sheep and peat cattle.

Flax and hemp, especially the former, are readily produced. Flax grows in great luxuriance, and might be cultivated to a much greater extent than it is at present. Its manufacture would afford profitable employment for farm servants during the winter season, and its production therefore deserves special attention.

The culture of fruit may be carried to a great extent in this Colony. Few districts on this continent can exceed the counties of Annapolis, Kings, and other sections of the Province, bounding on the Bay of Fundy and its branches, in the growth of apples and all the other productions of the orchard. The soil is here peculiarly adapted to orchard culture, and the farmers possess these advantages in addition to the grain producing qualities of the country, which affords them a decided preference, possessing also ample market, over the other counties of the Province.

The general character of Nova Scotia for raising farm stocks is good. In summer, pasturage is abundant, and enough of food can be obtained for the support of an adequate number of live stock during the winter.

There were of farm stock in the Province in

	1851.	1827.	Increase in 24 years.
Horses,	28,789	13,232	15,557
Neat cattle,	156,857	100,739	142,974
Milch cows	86,856		
Sheep,	282,780	152,979	129,101
			Decrease.
Swine,	51,533	75,772	13,139

The reader is referred to page 58, in the first chapter of this work, for a comparative tabular statement of the agricultural products of this Province, by which it will appear that Nova Scotia exceeds the thirty-five States named in the table, in the growth of wheat, barley, oats, buckwheat, potatoes, and hay, and in the making of butter.

The number of persons engaged in agriculture in 1853 was 31,604, which exceeds the number in New Brunswick in relative proportion to the population. This arises from the latter Province having a far more extensive lum-

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60 lbs.
40 "
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held at Halifax from 56 to 58.

as a variety of white clover; varieties of hay with several head cattle.

Flax grows to a greater extent than in any other colony, and its employment for the manufacture of paper before deserves

in this Colony. The soil of Annapolis, and the bay of Fundy, are particularly fertile in the productions of agriculture, and the quality of the soil being also am-

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work, for a large part of this Province, and the five States of New York, wheat, pota-

1,604, which is the population of the extensive lum-

bering region. However, many of the farmers of Nova Scotia, like those of the sister colony, divide their time between lumbering, the manufacturing of timber in saw mills, fishing, ship building and various other pursuits, which have a tendency to prevent the profitable carrying on of either; especially as farming requires undivided attention to ensure success. This desultory adoption of various callings appears to be common to all new countries. It arises, in the first instance, from necessity and the scarcity of laborers; but Nova Scotia has surely now far advanced as to supersede that absolute necessity existing in a new settlement for one man to act the part of lumberer, ship carpenter, mason, house carpenter, fisherman and farmer. Most certainly he who attempts all these avocations rarely accumulates wealth by either.

The farmers of this Province in common with those of the sister colonies have one important lesson to learn, namely, to make agriculture both practical and scientific, their primary objects. Then will the rich treasures which the soil is capable of affording manifest themselves in such a manner as to afford abundance of food both for man and beast, besides ensuring the advancement of the character of the colony, and its due appreciation both at home and abroad.

Agricultural Societies.

There is in Halifax a Central Board of Agriculture, under the direction of the government; and there are also many county or district societies, which are under the control of this Board. A Committee of the House of Assembly, in 1854, reported the existence of "forty-two local societies in the several counties," and that they were all "in active and useful operation," besides five others, from which no reports had been received.

The annual grants from the Legislature for the encouragement of agriculture vary according to circumstances. In 1854, they amounted to £3175, besides the usual grant of £540 to promote the erection of oat mills and kilns throughout the Province.

The Committee in closing their report, say that "they cannot refrain from noticing the favorable prospect in view in reference to the progressive advancement of our agricultural interests, by the worthy example shewn by his Excellency Sir John Gaspard LeMarchant, the Lieutenant Governor, while engaging with zeal and energy in the promotion of those objects best calculated to direct the attention of the farming classes to their true interests, in the improvement of their circumstances, and the elevation of their position; and which has not been without its effect upon the minds of many of the ablest and leading men of the Province, who are now directing much attention to the noble and honorable avocation of agriculture with renewed energies and with a newly acquired impetus, and from which we may reasonably hope the most favorable results may ensue."

In addition to the several sums before mentioned, the Legislature granted, in aid of individual subscription to an equal amount, the sum of £1000, for the purposes of the Industrial Exhibition, which was held in Halifax during the summer of 1854.

POLITICAL AND JUDICIAL INSTITUTIONS.

Governors, and Administrators of the Government, since 1710.

Colonel Vetch,	1710	E. Fanning,	1788
F. Nicholson,	1714	R. Bulkly,	1791
R. Philips,	1719	J. Wentworth,	1792
R. Doucett,	1722	Sir G. Provost,	1808
L. Armstrong,	1725	A. Crooke,	1809
J. Adams,	1739	Sir J. Sherbrooke,	1811
P. Mascarene,	1740	General Darrah,	1811
Hon. G. Cornwallis,	1749	Sir J. Sherbrooke,	1814
P. Hopson,	1752	General Smyth,	1816
C. Lawrence,	1754	Earl of Dalhousie,	1816
R. Moncton,		M. Wallace,	1818
J. Belcher,	1760	Lord Dalhousie,	1819
M. Wilmot,	1764	Sir J. Kempt,	1820
M. Franklin,	1766	M. Wallace,	1824
Lord W. Campbell,		Sir J. Kempt,	1825
M. Franklin,	1772	M. Wallace,	
Lord W. Campbell,		Sir J. Kempt,	
F. Leger,	1773	M. Wallace,	1828
M. Franklin,		Sir P. Maitland,	
M. Arbutnot,	1776	Sir C. Campbell,	1834
R. Hughes,	1778	Lord Falkland,	1840
Sir A. A. Hammond,	1781	Sir John Harvey,	1846
J. Parr,	1782	Col. J. Bazalgette,	1852
Sir A. A. Hammond,		Sir J. G. LeMarchant,	1852

Thus, during one hundred and forty-five years, this Province has had forty-eight administrators of its government.

The Lieutenant Governor is the chief Executive officer, representing the Sovereign; and he, with his *Executive Council*, the ministry of the colony, makes appointments to all public offices, and performs all the duties appertaining to that branch of the Legislature.

The Legislative bodies consist of a *Legislative Council*, nominated by the Crown, and a *House of Assembly*, elected quadrennially by the counties and townships, as follows:

	Members.		Members.
County of Halifax,	2	Town of Halifax,	2
Queen's,	2	Liverpool,	1
Lunenburg,	2	Lunenburg,	1
Shelburne,	1	Shelburne,	1
		Barrington,	1
Yarmouth,	1	Yarmouth,	1
		Argyle,	1
Digby,	1	Digby,	1
		Clare,	1
Annapolis,	1	Annapolis,	1
		Granville,	1
King's,	2	Cornwallis,	1
Cumberland,	2	Horton,	1
Sydney,	2	Amherst,	1

since 1710.
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	Members.		Members.
Guysborough,	2		
Pictou,	2	Pictou,	1
Colchester,	2	Southern District,	1
		Northern do.,	1
Hants,	2	Windsor,	1
		Falmouth,	1
Cape Breton,	1	Newport,	1
Richmond,	1	Sydney,	1
Inverness,	2	Arichat,	1
Victoria,	2		
	<hr/>		<hr/>
Totals,	30	And for the townships,	23

We have fully gone into the variety of offices, and the duties of each, under the head of New Brunswick, and shall not therefore repeat what we have already stated. The differences between the two governments are very slight, and merely nominal.

In the *Judicial Department* the Court of Chancery is now abolished, as it has also been in New Brunswick, and its business transferred to the Supreme Court.

POST OFFICE DEPARTMENT.

The postal accommodation of Nova Scotia is as good as can be reasonably expected in a new colony. As soon as a settlement is formed, and application made to the Provincial Government for mail conveyance, it is most readily granted; and even where not more than two or three families are gathered together, the mails are known to stop on their way and leave a mail bag.

Previous to 1851, when the Post Office Department of this, as well as the other North American Colonies, was under the control of the Imperial Post Office, the postage of letters passing through these Provinces was in many cases even four times its present rate, besides which the postal arrangements were not by any means so good as at present, and it was difficult, even with great delay, to effect alterations or improvements, which required reference to the Home Office; but in that year the experiment that had been so successfully tried in England, was introduced in British America, the several Provinces taking the management respectively, and, of course making up any deficiency of the revenue to defray the cost of the establishment.

The following comparative synopsis will shew the state of this department:—

In 1851, the number of post and way offices was	143
In 1853, they numbered	225
And on the 1st November, 1854,	260
The revenue of this department in 1850, under the high rate of postage, amounted to	£7,065
In 1854, under the uniform three penny rate	6,905
Deficient, only	<hr/> £160

The distance travelled in 1851, was	2,487 miles.
“ “ 1854, “	3,027 “
Increase in four years	540 “
The aggregate distance travelled in 1851, to and fro	352,000 “
“ “ “ 1854, “	568,000 “
Registered money letters in 1851,	5,000
“ “ 1854,	7,260
In 1852, there passed through the post office	457,000 letters
And nearly	1,000,000 } news-papers
The total expenditure in 1853, was	£9,283
“ “ 1854,	10,159

Thus it will be seen that, while the Province had, in 1854, to disburse the sum of £10,159 in keeping up its postal establishments, it only received a revenue of £6,905, leaving a deficiency of £3,154 to be provided for; this was in part occasioned by dead letters, and by the packet postage due to Great Britain on letters to and from Europe. But if this department had not extended its postal accommodation in 1854, beyond what it was in 1851, there would not have been a deficiency of more than half this amount, notwithstanding the great reduction of postage.

The result of these statistics evidently shews the great advantage of cheapening every branch of the public service, so as to bring it within the reach of all—and consequently to the accommodation of all.

REVENUE.

The almost insulated character of Nova Scotia has rendered it eminently adapted for commercial pursuits. The following summary will be found to contain its revenue for the last four years:—

The revenue derived from customs, excise, light dues and other incidental sources, was in 1836, £49,466; in 1846, £82,776.

The total revenue collected in 1847, was £111,000 and exportation in the same year was £109,905. In 1852, the revenue was £93,039 sterling. The public debt of the Province to the end of the year 1852, stood thus:

On interest at 4 per cent sterling,	£39,200
Province paper afloat, not paying interest,	47,889
Total	£87,089

Gross amount of imports in 1852, was	£1,194,175
Exports during the same year,	970,780

Excess of imports over exports, £223,395

The articles exported are put at the market prices obtained in the colony, and the prices of shipment during the same year, are not included, which fully accounts for the value of the imports so far exceeding those of the exports.

In 1846, Nova Scotia owned 2583 vessels, amounting to 141,098 tons; and in 1852, she owned 2943 vessels, with a tonnage of 189,083, shewing an increase in six years of 360 vessels, and 47,900 tons; nearly two tons of shipping for every three of its inhabitants.

The value of imports in 1853, and from what country imported:

Imports from Great Britain,	£471,648	0	0
“ “ North America,	310,161	0	0
“ “ West Indies,	20,750	0	0
“ “ United States,	415,909	10	0
“ “ Other Countries,	198,617	15	0

Total	£1,417,086	5	0
Nett increase over 1852, was	£222,910	15	0
Exports to Great Britain,	102,332	0	0
“ North America,	411,181	5	0
“ West Indies,	208,652	0	0
“ United States,	277,946	10	0
“ Other Countries,	78,596	0	0

Total	£1,078,707	15	0
Nett increase over 1852, was	£107,927	0	8

The above amount of revenue was collected at 47 ports. Total number of vessels built in 1853, was 203, of the gross tonnage of 34,376, and valued at £315,418 sterling; of this number 49 vessels were sold in Great Britain; 30 in the British Colonies, and seven in the United States.

The casual and territorial revenue for 1853, was derived as follows:—

Rent of coal mines,	£3,750	0	0
“ of reserved mines,	1	5	0
Royalty on 39,156 chaldrons of coals at 2s.,	3,915	12	0
Crown Lands,	6,567	1	4
Fees collected in 1852,	659	2	9

Total	£14,893	1	1
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State of the Province 31st December, 1853:

Treasury notes in circulation,	£59,862
Amount due deposited in the savings bank,	50,000
Undrawn for roads and bridges,	2,526
“ for other services,	15,350
Amount due to board of works for various services,	3,833

Total	£131,571
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CR.— Ballance in hands of the Receiver General,	£17,266
Due from collectors at outports,	6,456
“ “ Halifax Excise,	188
“ “ Casual and territorial revenue,	7,549
“ “ Canada, New Brunswick, and Prince Edward Island, for light houses,	1,104
“ “ Different counties for advance for roads and bridges,	1,691
“ “ Dalhousie College,	5,000
“ “ Canal property,	1,200

The whole, including odd shillings and pence, amounts to £40,457 6 6
Leaving a balance of £91,114 12 8

The reports of the House of Assembly, from which we have extracted the above, say "that the net balance in favor of the Province, 31st December, 1853, is £5,696 13s. 9d.

As the articles on which the *ad valorem* and *specific* duties are collected, are so numerous we do not insert them. Besides the tariff is so liable to change, that the articles which may be subject to duty this year may be free next year and *vice versa*.

Estimate of the expenses of the civil government of the Province, for the year 1854:

Lieutenant Governor's salary	£3,750 0 0
Private Secretary to " "	312 10 0
Cost of Administration of justice,	6,465
" Provincial Secretary's Office,	1,400
" Receiver General's " "	865
" Financial Secretary's " "	815
" Legislature,	5,846 16 0
" Revenue,	4,580
" Militia,	290
" Miscellaneous,	11,350

Amounting in the whole to £37,399 6s. 0d, inclusive of the cost of education.

The gross revenue for 1854, was £131,000.

LIGHT HOUSES.

From the insular position, numerous harbors, and maritime character of Nova Scotia, it is very difficult and costly to maintain sufficient light house accommodation on all necessary parts of its extensive coast. In addition to those already erected, many others are wanting. However, the Local Government is continually erecting new houses, and otherwise, facilitating the safety of the numerous fleet continually studding its coast.

List of Light Houses.

- Pictou*, north entrance—fixed light.
- Do.*, south entrance—beacon light.
- Chedabucto Bay*, head—fixed light.
- Isle Madame*—beacon light.
- Sydney Harbor*, east side—fixed light.
- Port Hood Harbor*, southern entrance—fixed light.
- Louisburg Harbor*, east side—fixed light.
- White Head Island*—flash light.
- Margaree Island*—new light.
- Cranburry Island*, Canso—fixed light.
- Maugher's Beach*, Halifax harbor, east side—fixed light.
- Devil's Island*, entrance of Halifax harbor—red light.
- Sambro Island*—fixed light.
- Cross Island*, Lunenburg harbor—two lights, a fixed and flash light.
- Coffin's Island*, Liverpool—revolving light.
- Port Medway*—beacon light.

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McNutt's Island, Shelburne—two fixed lights.

Baccaro Point, Barrington Bay, east side—flash light.

Yarmouth Harbor—revolving light.

South Seal Island—fixed light.

Briar Island, Bay of Fundy—fixed light.

Digby Gut—fixed light.

Westport Harbor—two lights.

Black Rock—fixed light.

Horton Bluff—beacon light.

Beaver Island—revolving light.

Apple River, Chignecto Bay—two fixed lights.

Partridge Island River—fixed lights.

Gull Rock—fixed light.

Pubnico—beacon light.

There are other light houses in course of erection, namely: one on *Margaree Island*, and another on *Scatarie Island*, in Cape Breton; one at the entrance to *La Have River*, in the county of Lunenburg; *Long Island*, county of Digby, and Haut Isle, Bay of Fundy.

MANUFACTURES.

Second only to the agricultural interests of a country, come the manufacturing, which generally promote and encourage all the mechanical occupations. The farmer may be said to produce the raw material, and the manufacturer and mechanic to prepare it for the use of man. While the agriculturist and manufacturer, if they wish to attain proficiency in their respective vocations, are each required to pursue their separate calling; still there must always exist a most intimate connection between them; for the farmer stands in need of axes, scythes, and various other articles of ordinary use, as he does also of houses and other erections for himself and his cattle; but it would be bad economy for him to neglect his fields and apply his unskilled hand to the labors of the blacksmith, the carpenter, or the mason; nor can the mechanic till the soil without neglecting his own peculiar calling. By the division of labor, however, the mechanic builds the towns or cities, and provides the necessary implements; the manufacturer produces all the various and indispensable articles of common use, while the farmer provides the raw material for most of those articles, and the food which is requisite for those engaged in their production.—thus forming the base and foundation on which the commercial, or, it may be said, the whole social fabric is reared.

The truth of the old axiom, that there is no general rule without an exception, is especially applicable, in this respect, to new countries; for it becomes absolutely necessary that the pioneers in a colony should be able to manufacture the principal articles required for their domestic use, until they are able to carry out a division of labor, and to devote the attention of a part of their number to the production of the raw materials and the means of support, while others are engaged in manufacturing and preparing such raw materials for use.

The Province of Nova Scotia has long since arrived at this status; but, like its neighboring colonies, it finds it hard to forget the customs of its childhood: the farmer is still, in a great measure, the manufacturer, and vice versa. They have both yet to adopt, practically, the adage, that what

is worth doing at all is worth doing well; that part farmer, part mechanic, and part manufacturer, will not do in this advanced stage of the country's progress. It is high time that each pursued his own calling in such a manner as its nature and importance may demand.

The manufactories of the Province, if we except the domestic manufacture of homespun cloth, have, until recently, been confined to the operations of sawing wood into deals, boards, shingles and scantling, some of which are shipped to Great Britain, and others to the United States; and also to the erection of mills for these purposes, and for the manufacture of flour and meal. There are iron foundaries at Halifax and Pictou, and in some other localities, where excellent castings are made from imported iron, in place of employing the ore of the Province, which is most abundant, but which is only smelted at the Acadian Mines, in Londonderry, and at Nictau.

Tanneries, pail manufactories, potteries, grindstone works, cloth factories and carding mills are numerous. Coaches, waggons, carts, ploughs, and other farm utensils, together with every variety of household furniture required for domestic use, are made in the Province. Cider, ale, beer, soap, candles, bricks, hats, bonnets, of a quality somewhat resembling the leg-horn, maple sugar, paints, brooms, &c., are also manufactured in various localities.

Still, there is a great deficiency in this respect; too much preference is given to articles of foreign origin, however worthless they may be in point of wear and quality, while too little store is set upon the productions of the Province, and too little encouragement given to their producers. Too much money is sent abroad in payment for the very articles which Nova Scotia itself is well calculated to produce. Few countries on this continent are better adapted for the raising long-woolled sheep, both as respects the quality of the wool, and the ease with which they can be kept; and none can exceed it in the growth of flax. Thus the raw material might be afforded in abundance for manufacturing cloth of every description. The country is thoroughly traversed by streams, affording water power for spinning mills and looms; while, for the more powerful application of steam, coals are not wanting. We have seen, too, on several occasions, that the inhabitants are not deficient in taste; so that these articles might be produced in every variety of form and color.

As we have before stated, iron ore is most abundant; yet stoves, and every other article made from that metal, are imported. Salt springs are very numerous, but none is manufactured. It is true that the plaster and wood are exported to pay for these articles, but it is the interest of the inhabitants to augment their exports, and to employ them in the procuring such commodities as their own country cannot produce, not of such as they have beneath their feet. Coal, however, lies at the foundation of every description of manufacture; and until the coal mines are effectively and abundantly worked, it is in vain to look for much progress in any other department. We have spoken of the extent to which the fisheries of New Brunswick might be carried—and it is the same with regard to Nova Scotia. The whole Province may almost be considered as one vast fishing station, where sufficient fish, of every variety, might be taken and prepared for the markets of the world. If these resources were adequately developed, the agriculturist would find a home market for all his productions, and a most powerful stimulus would thus be applied to the cultivation of the soil.

An increased demand for many of the articles of export will probably

soon arise, in consequence of the Reciprocity Treaty; but there is one consideration, with regard to its operation, which should not be lost sight of;— while the colonists are allowed many additional commercial privileges, they ought not to depend too much on the importations from the States in return; but they should keep a single eye to the growth and manufacture of those commodities for which their soil, their climate, and their minerals are especially adapted, so as to be prepared to encounter those periodical commercial storms and adversities which never fail sometimes to visit all countries on the face of the globe.

The following figures, taken from the return of 1851, will shew the then state of the Province in respect of manufactures, and the value of manufactured articles:

Saw mills, 1153; grist mills, 398; steam mills, 10; tanneries, 237;— gross value of the whole £188,280. The value of leather manufactured was £52,625; boots and shoes, £73,654; the number of foundries was 9, and valued at £12,900; the value of iron castings and iron smelted was £8,121; weaving and carding establishments, 81, hand looms, 11,096; yards of cloth filled, 119,689; ditto not filled, 790,104; yards of flannel, 219,352; breweries, 17, gallons of malt liquor manufactured, 78,076; gallons of distilled liquor, 11,900; other factories, 131. The value of agricultural implements made, £16,640; cabinet ware, £11,155; carriages, £9,491; wooden ware, £19,233, soap, £28,277; candles, £21,210.

Value of manufactured goods exported from Nova Scotia in—

	1852 and 1853.	
Cotton and woolen,	£31,645	£29,949
Leather and leather goods,	3,348	3,235
Ale, porter and cider,	3,180	4,455
Staves, spars, timber, deals, &c.,	137,196	164,795
Totals	£175,369	£202,479

The value of lumber, &c., exported in 1847, was £76,332, which is more than doubled by two class of manufactured articles in 1843.

PROVINCIAL EXHIBITION.

An Industrial Exhibition was held in Halifax during the summer of 1854; the fund raised amounted to £2,000, one half being granted by the Legislature, the other produced from private subscription. In addition to the Province Building, which was placed at the disposal of the Committee, there were two large tents erected; and the whole including the various apartments of the building, were crowded with what may be called a Panorama of the Productions of Nova Scotia, strongly evincing its real and substantial wealth. The number of exhibitors was 1,260; and the articles received for exhibition amounted to 3,010.

Numerous prizes were awarded for minerals, vegetable productions, including grain, fruit, roots, cabbages, herbs, grasses, and flowers, for horses, cattle, sheep and swine, for manufactures in metal, wood, grain, parts of animals, woolen, linen and leather, and for fish. Prizes and diplomas were also distributed for productions in the fine arts, Provincial Literature, models, Indian works, music, and many other similar effects in ingenuity. Most of the articles exhibited were of a superior order, and it is only necessary for

those who may be sceptical as to the capabilities of the Province of Nova Scotia, if any such there are, to visit such an exhibition, consisting, not of imported articles, but of the actual productions of this partially developed Province, to be fully convinced of what might be done if its varied resources were adequately carried out.

ROADS AND DISTANCES, WITH FACILITIES FOR TRAVELLING.

The roads of Nova Scotia, like those of New Brunswick, are, for the most part supported by, and under the control of the Legislature. They are divided into *great* and *bye* roads; the principal mail routes receive the largest amount of public support. In addition to the geographical fact that nearly the whole external boundary of the Province is washed by navigable waters, and its interior interspersed with lakes, and intersected by streams, varying from the brook to the navigable river, there are roads constructed or projected along its sea girt margin, and traversing it in almost every direction, so that where nature has failed in providing a pathway, the hand of man has supplied the deficiency. These roads connect the numerous sea ports, towns and villages, and even the most remote settlements with each other; and the means of transit are so far perfected that a safe, tolerably rapid and cheap communication is kept up between all its settled districts.

The old roads of the country generally manifest a want of system and of engineering skill; but recently, great improvements have been introduced, as well in the location as in the mode of construction.

Whenever a settlement is formed, or even one, two or three families are gathered together, they are obliged to devote a small portion of their own time to construction of roads; and in addition to this, on application to the Legislature, grants of money in aid are annually obtained, until the whole road is rendered passable. Thus, indeed, no person need fear settling in the most distant recess of the forest, as he may be sure that, on making his case known, he will receive legislative assistance to enable him, with some exertion of his own, to construct a sufficient pathway to some nearer and older settlement. And this assistance answers a two fold purpose to the new settler; for while it is devoted to making a road to his own door, he has also the best chance of getting employment in the construction of that road at such a season of the year as will least interfere with the cultivation of his farm.

In addition to the large sums annually granted for opening and improving the roads of the country, the inhabitants are required by law to contribute in proportion to their property, to the same purpose, in their respective districts; this is done either in labor or money, and amounts to but a slight tax, and that appropriated to the local accommodation, and increase in value of the property of each individual.

The reader is referred to the map of roads and railroads for the position of the principal roads of the Province.

The following figures shew the sums granted for the great and bye roads in the several years named:—

1850.	1852.	1854.	1855.
£24,200	£33,500	£43,000	£45,000.

These sums are apportioned among the roads of the different counties as necessity may require on the division of the grant for 1855, some counties were allowed about £2,000, while others received about £3,500; the whole

being thus distributed in such a way as might produce the greatest amount of public benefit.

ROADS AND MAILS.

Road from Halifax to New Brunswick.

Halifax to Truro—65 miles—6 mails per week.		
Truro to Amherst—	60 miles,	} 3 mails per week.
Amherst to New Brunswick Boundary,	3 "	
Total,	128 "	

Truro to Pictou—40 miles—6 mails per week.

Pictou to Antigonish—50 miles—2 mails per week.

Antigonish to Canseau Ferry—33 miles—2 mails per week.

Totals: from Halifax to Pictou—105 miles; and Halifax to Canseau—188 miles.

Pictou to Amherst, via Wallace—88 miles—2 mails per week.

Halifax to Windsor—45 miles—6 mails per week.

Windsor to Yarmouth, viz. to Kentville, via Wolfville—23 miles—6 mails per week.

Kentville to Annapolis—60 miles—6 mails per week.

Annapolis to Digby—20 miles— do. do.

Digby to Yarmouth—66 miles— do. do.

Making a total, from Halifax to Yarmouth, of 214 miles.

From *Halifax to Yarmouth*, by the Atlantic coast, the distances are as follows:—To Lunenburg, 70 miles; Lunenburg to Liverpool, 36 miles; Liverpool to Shelburne, 40; and from Shelburne to Yarmouth, 56 miles; making, in the whole, 202 miles. The mails travel this line three times a week, calling at all the towns and principal villages on the way.

From *Plaister Cove*, at Canseau, to *Port Hood*, on *Cape Breton*, is 30 miles; Plaister Cove to Sydney, via St. Peter's, 76 miles; Plaister Cove to Arichat, 27 miles; and Sydney to Margaree, via the Sydney Mines, 64 miles. There are two mails a week travelling over a part of these distances.

The principal mails to and from Prince Edward Island go by way of Pictou during the summer; though mail bags are made up at various places along the Nova Scotia and New Brunswick shores, for, and are received from the Island in return by sailing packet.

A speedy conveyance is kept up between Halifax and St. John, via Annapolis, by coach and steamer.

Sailing packets run between Halifax and Saint John.

"	"	"	Liverpool, N. S.
"	"	"	Guysborough,
"	"	"	Mills Village,
"	"	"	Windsor and Parrsborough,
"	"	"	Newfoundland.
"	"	"	Bermuda.

There are two good lines of packets regularly running between Halifax and Boston.

We must not omit to mention the English steamers, of the Cunard line, which touch at Halifax semi-monthly, and leave the mails for the Lower Provinces, on their voyages both out and home, between Liverpool, in England, and Boston.

Thus it will be observed that the facilities of communication, both as regards the many excellent roads, the conveyances by stage coach and packet, and the various foreign lines of sailing vessels and steamers, are numerous and increasing, not only between the various sections of the Province, but from its metropolis to the neighboring countries, and to Europe.

And, from present prospects, we may fully anticipate that the time is at hand when new and extensive leading arteries will be opened throughout British North America, to be traversed by that more modern and rapid mode of conveyance, *the iron horse*.

EDUCATION, LITERATURE, AND RELIGIOUS DENOMINATIONS.

The educational system of this Province, like that of New Brunswick, has been the subject of repeated legislative enactments, no one of them lasting longer than merely to ascertain its operation.

In the absence of a compulsory assessment, that principle has, in some few instances, been voluntarily adopted, but not to a sufficient extent to render its beneficial effects generally known.

The Province had recently a very efficient Superintendent of Education, in the person of W. J. Dawson, Esq., of Pictou, who has taken the greatest interest in the education of the rising generation. The annual reports furnished to the Government by this gentleman are replete with valuable information on the state of the schools throughout Nova Scotia. He has been succeeded by the Rev. Alexander Forrester, a gentleman equally calculated to promote this great object.

In the year 1842, there were, including grammar schools, 797 schools,
Attended by 23,233 scholars.

In the same year, there were raised by individual subscriptions, in support of these schools, £20,367 currency.

Paid by the Legislature, 7,369 "

By the first report made by Mr. Dawson, in the year 1850, there were in the Province, taking the average of winter and summer, schools, 864

Average attendance, 25,328

By the census of 1851, there were schools in the Province, 1,096

Scholars in attendance, 31,354

The numbers, both of schools and scholars in attendance, shewn by the census of 1851, are exaggerated, as will appear from the subsequent school reports.

By the Superintendent's return for 1851, there were in operation,

In winter, in 1851, 825 schools, 28,528 pupils.

Do. 1850, 886 " 22,818 "

In summer, 1851, 1,004 " 30,631 "

Do. 1850, 848 " 27,838 "

Average salary of teachers in 1851, £38 11 7½

" " 1850, 36 7 1½

In the Provincial report for 1852, the state of the schools stood thus:

	Winter.	Summer.
Number of schools,	928	984
Attended by, scholars,	31,901	33,624

So that the average attendance for the year 1852 is 32,762 pupils; and the increase of 1852 over that of 1850 is 7,484 scholars.

In the school report for 1852, Mr. Dawson says (page 25):—"Little

change appears in the support of schools. The apparent improvement in support of schools, and salaries of teachers, in the past year, is mainly attributable to the establishment of a greater number of grammar schools. These, it will be seen, have been steadily increasing from 25, in 1850, to 43 in 1852. This shews an increasing desire for a higher education than that afforded by common schools, and is a hopeful symptom of increased interest in the more central and wealthier districts of the several counties."

The report, after shewing the comparatively small and irregular attendance of pupils, and that there are "20,000 children destitute of education," says:—"No stronger argument for assessment and free schools can be obtained, than that afforded by these facts, when compared with the statistics of free school countries, which often show ten-fourteenths of the persons between four and fifteen to be in regular attendance at the schools.

"In almost all the well-conditioned sections of the European continent, the average attendance at school is about one-sixth of the population. In the New England States, where the assessment principle prevails, the average is much larger, amounting to one in every four. In Nova Scotia and New Brunswick, there is about one in nine, of the whole population, attending school."

Although the school attendance in this Province is not proportionate to the population, still the returns do not shew the actual state of education, inasmuch as there are many families who, though the children do not attend school, make self-culture a first duty; and, in this age of cheap rudimental and other literary works—so much so, that "he who runs may read"—there is no great difficulty for any one, availing himself of these facilities, to obtain such an education as may enable him to transact the various duties of ordinary life.

The amount appropriated in aid of education, for the years

1850, was £10,592	} Provincial allowance.	} { £25,139 } Raised by the 23,402 } inhabitants. 26,851 }
1851, " 10,668		
1852, " 11,995		

The average sum contributed by each individual, for every one pound received from the Province, is £2 5s.

The average salary of teachers is £26 raised by the district, and £13 from the Legislature, making a total of £39 paid to each teacher from both sources.

In addition to these amounts, the Legislature made grants for the purchase of books, and philosophical apparatus, for schools; the amount expended for these purposes, in 1852, was £620 currency.

Besides the common schools, many of which are of a superior order, and teach the higher branches of education, there were, in 1852, not less than 43 grammar schools in the Province, attended by 1200 scholars. These schools receive from the Legislature the sum of £1,165, and about double that amount by private subscription.

The sums appropriated by the Legislature annually, both for parish and grammar schools, are distributed by the terms of the grant throughout the different county sub-divisions into which the Province is divided, as circumstances may require, and again apportioned, by the local authorities, among the different settlements, as the local boards may think most advisable and judicious.

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Collegiate and other Institutions.

The Province of Nova Scotia, like that of New Brunswick, has no general Educational University; but every religious denomination supports its own literary institutions of a higher order, with the exception of a small sum annually granted in aid of each by the Legislature.

The earliest institution of this nature is King's College, at Windsor, in the County of Hants, which was founded by Royal Charter in 1789. This establishment was, and still is, under the control of the Church of England; from the year 1802 to 1833, it received Imperial aid to the amount of £1000, sterling, per annum, but this grant was then reduced to £500, and was shortly afterwards withdrawn.

This College continued to receive £444 currency, from the revenue of the Province, until 1851, when the Legislature passed "an Act to discontinue the grant to King's College, Windsor;" by which a conditional annual grant of £250 is placed at the disposal of the governor's. This institution is, therefore, now put on the same footing with others of a similar nature. There is also an Academy for the education of boys at Windsor.

Free Church College, Halifax, with which an Academy is connected, is under the control of the Presbyterian Free Church, and according to a report of a Committee of the House of Assembly, in 1854, gave education to 54 pupils, who are "taught Greek, Latin, French, and natural philosophy, with all the other branches usually included in a sound English education." It receives an annual grant of £250.

Dalhousie College, belonging to the Presbyterians, and formerly presided over by Dr. McColloch, is also situate at Halifax.

The other educational institutions at the capital are an Academy for young ladies, and the Halifax Infant School, which receives £50 per annum, and derives the remainder of its support from private fees. It affords rudimental education to an average of 80 pupils, whose parents are unable to pay for their attendance elsewhere. There are besides numerous other schools of a high order in addition to the usual common schools.

Acadia College, Baptist, is established in King's County, and has a Collegiate Academy attached to it. It is in an efficient state, and receives £250 annually, from the Province. The average number of pupils for 1854 was 65—the extreme number was 130.

St. Mary's College, a Roman Catholic Institution, receives a similar sum from the same source.

Gorham College is erected at Liverpool in the County of Queens, and is under the patronage of the Presbyterian Church of Nova Scotia.

Pictou Academy, established in 1819, receives £250 from the Provincial revenue. In 1854, it gave instruction to 84 pupils, of whom 45 attended the higher classes. Of the whole number, 57 belonged to the Presbyterian Church, and 27 to other denominations.

In several of these Institutions, an excellent education, for any of the learned professions, can be obtained on very cheap terms.

Antigonish Seminary, Roman Catholic, is established in Cape Breton. Classics and mathematics are taught in it.

A Normal School is now forming at Truro, in the centre of the Province, to which place the Superintendent of Education has removed.

It will thus be seen that, besides the common or district schools, and in addition to numerous private establishments of this nature, throughout No-

va Scotia and Cape Breton, there are several Colleges and Academies, as well as other superior schools; and that the principal part of them is largely endowed by the Legislature. If therefore, the inhabitants of this flourishing Colony do not compete with those of other countries in respect to a sound and useful education, it must be entirely their own fault. The attention of the Legislature has been recently more fully directed to this subject, and every endeavour has been used to improve the system, as well as to afford the utmost encouragement to general education.

Literature.

This Province is in advance of many and much older countries in the character and ability of its literary productions. Every year adds new and more varied works to its stocks, and the facilities of obtaining books from other countries are continually increasing. One thing, however, should be guarded against, both in this and the adjacent Colonies, as injurious, more especially to the rising generation; we allude to the circulation of novels and other light trash of literature, which is now becoming so common. The principal part of these works impart no useful knowledge, but on the contrary, do much to corrupt the morals and retard the intellectual advancement of the people.

The newspapers and other periodicals published in the Province are :

The Royal Gazette,	} Halifax {	The Morning Chronicle.
" Nova Scotian,		<i>Religious papers.</i>
" Acadian Recorder,		The Presbyterian Witness,
" Atheneum,		" Wesleyan,
" Sun, (daily)		" Christian Messenger, (Bap-
" Colonist,		tist,)
" British North American,		" Church Times,
" Morning Journal,	" Halifax Catholic.	
The Eastern Chronicle, Pictou,		
" Yarmouth Herald, Yarmouth,		
" Tribune,		
" Liverpool Transcript, Liverpool,		
" The Cape Breton News, Sydney, C. B.		

The Ecclesiastical and Missionary Record of the Free Church of Nova Scotia, printed monthly; and the Missionary Register of the Presbyterian Church of Nova Scotia, also issued monthly.

NOTE.—Several of the above papers appear tri-weekly, one daily, and almost all are published weekly, or have a weekly edition.

Religious Denominations.

According to the Census, the various religious denominations of Nova Scotia numbered their adherents as follows:—

Church of England.—This church has a Bishop, who exercises control over the clergy belonging to this Province, and also to Prince Edward Island.

	1851.	1827.	Increase.
Ministers,	38		
Adherents,	36,482	28,659	7,723
<i>Presbyterian Church,</i> —			
Kirk of Scotland,	18,867		

Presbyterian Church of No- } va Scotia,	28,767		
Free Church,	25,280		
<hr/>			
Total Presbyterians,	72,914	37,225	35,689
In 1851, there were 50 ministers belonging to the various bodies com- posing this Church.			
<i>Methodists</i> ,—	1851.	1827.	Increase.
Ministers,	24		
Adherents,	25,596	9,408	14,188
<i>Baptists</i> ,—			
Ministers,	49		
Adherents,	42,243	19,790	22,452
<i>Independants</i> ,—			
Ministers,	6		
Adherents,	2,639		
<i>Lutherans</i> ,—			
Adherents,	4,087		
<i>Other denominations</i> ,—	4,080		
<hr/>			
Total	10,806	8,365	2,441

The *Roman Catholic Church* has an Arch-Bishop, a Bishop, and 33 clergymen.

	1851.	1827.	Increase.
Adherents,	69,634	20,401	49,233

NOTE.—The census of 1837 does not distinguish the religious profession of the people of Nova Scotia.

The number of places of worship, belonging to all these denominations in 1851, was 567.

With reference to the geographical distribution of the Christian denominations, the Church of England is generally scattered over the Province.

The Baptists are most numerous in the counties of King's, Digby, and Annapolis; the Presbyterians in Pictou, Colchester, Cumberland, Halifax, and Hants, and in the Island of Cape Breton; the Methodists in Cumberland, Colchester, and the western counties; and the Roman Catholics abound in Cape Breton and the county of Halifax, but there are, also, several large groups of this denomination in other sections of the Province.

It may indeed be observed that it would be difficult to find a settlement in which there are not some persons adhering to each of these forms of worship, and all of whom generally live together in perfect peace and amity.

HALIFAX CITY AND COUNTY.

This county is bounded on the north by Hants, Colchester, and Pictou; on the east by Guysborough; on the west by Lunenburg; and on the south by a front of one hundred miles on the Atlantic Ocean.

This extensive line of coast is indented by numerous bays, harbors and rivers, and diversified by many islands. The principal harbors are Beaver, Sheet, Spry, Ship, Jeddore, Musquodoboit, Cole, Halifax, and Margaret's. Several of them, with others of less note, offer great facilities for the prosecution of the fisheries ship-building, and other branches of commerce. No harbor, however, in the Province stands forth more prominent than that of

Halifax, or, as it was known in the early settlement of the country, "Chebucto." Its latitude is $44^{\circ} 40'$ north, longitude $63^{\circ} 38'$ west; rise and fall of tide, $6\frac{1}{2}$ to 9 feet, and the magnetic variation, $15^{\circ} 8'$ west. This harbor has not, it is alleged, its superior in America. It is situate nearly in the centre of the Atlantic coast of Nova Scotia, and is free from ice at all seasons of the year. It extends inwards for about fifteen miles; at its head is a beautiful basin, called Bedford Basin, which is so encompassed with highlands that its waters are always placid, during every variation of the wind; and the depth of water is such, that a nation's navy could ride in it in good anchorage and perfect safety. The entrance of the harbor, having McNutt's Island in the centre, is deep and spacious; every shoal and headland is well marked out and guarded by lights, buoys and beacons,—so that its ingress and egress is perfectly safe at all hours of the night.

The harbor of Halifax possesses many most important advantages. Its proximity to Europe, and the conspicuous situation it occupies on the map, with regard to that continent, North America, and the West Indies; the almost complete water communication between it and the Bay of Fundy, by way of the Shubenacadie, now being improved, and the railroad in rapid progress, as well as its extensive postal and telegraphic communications with all parts of British America and the States, will always render it the first place of call, and a most important station, for the British mail ships; and as a military and naval depot and arsenal, it may be considered the key of North America and the Northern Atlantic.

The city of Halifax was settled in 1748 by a number of English, Irish and German emigrants. In 1790 it contained 700 houses and 4,000 inhabitants; in 1817, it was declared a free port; in 1827, it contained 1,580 houses and 14,439 persons. It was incorporated in 1841, and is now lighted with gas; its present population will number upwards of 26,000. This city, the metropolis of the Province, is situate on the west side of its harbor, and on the declivity of a hill; it extends upwards of two miles along the shore, and about three quarters of a mile in width from the water's edge. The streets, except a few of those in front, which retain the characteristics of the earlier locations of the country, are well laid out, of good width, and at right angles to each other. The margin of the water is lined with wharves, slips, and other commercial facilities.

Fort George stands on a peculiar eminence near the centre of the city, which, as well as the harbor, it overlooks in every direction. It has a very commanding aspect, and, with a sufficient garrison, would be difficult to reduce; indeed, this fort, with the batteries that have been constructed for the defence of the excellent harbor, and the extensive barracks for the accommodation of troops, may well enable the city to resist any attack from the most powerful enemy.

Among the public buildings of the city, the Province Building ranks first; it contains, beside the legislative halls and committee rooms, the offices of all the heads of departments, and the usual accommodation for the Supreme Court. The Lieutenant Governor's residence is pleasantly situate. The city also contains a post office, telegraph and railway offices, Dalhousie College, Free Church College and Academy, Mechanics' Institute, Museum, several grammar schools and other literary institutions, a Temperance Hall, many churches and chapels of all religious denominations, and other public edifices. All the private buildings of late date are well built, and display considerable taste in their architecture; and the city, on the whole, pre-

sents a fine and imposing appearance, especially to those coming up the harbor.

For municipal purposes, the city is divided into six wards, each of which annually elects three aldermen, who, along with the Mayor, also chosen by the inhabitants, the Recorder, and other officers of the Corporation, have in charge all matters relating to the civic local government. The Mayor's Court sits on the second and fourth Tuesday of every month.

In addition to the public establishments already enumerated, there is a fire department, and two companies of firemen; Saint George's Society, Charitable Irish Society, the North British Society, Highland Society, Wesleyan Female Benevolent Society, Female Orphan Asylum, Carpenter's Charitable Society, Dispensary, Literary Mechanics' Library, Halifax Library, Barrister's Society, Athenæum Reading Room, and a Merchant's Reading Room. There are also fire and life assurances and agencies of various kinds, four Banks, one a "Savings' Bank," and five Joint Stock Companies, besides horticultural, agricultural and medical societies.

Dartmouth, on the opposite side of the harbor, is a small but growing town, connected with Halifax city, a part of which it now forms, by a steam ferry, which is continually passing and re-passing across the harbor, between the hours of six in the morning and ten at night; affording a ready communication to the public at a moderate expence. This town is fast building up, and bids fair at no distant day to claim for itself separate corporate powers. It is the natural terminus for the railway now in progress, and though the line is at present being carried more to the westward, yet it is probable that ultimately a branch will be constructed connecting this side of the harbor with the main line.

Railway.—The excellent character and central position of Halifax harbor, together with its easy access to Europe, render it decidedly the best and most advantageous Atlantic terminus for the great railway and its branches, as originally contemplated, and of which some portions are now in course of construction, from this city to Windsor and Pictou, and to the New Brunswick boundary, to be hereafter connected through that Province, with the railways of the United States and Canada. The line commences about a mile to the northward of the city, and follows the windings of the shore of the basin. The general character of the ground is slaty rock, and in many places it runs precipitately to the margin of the water. Hence in some places the line has to be built across arms of the basin; while in others considerable cuttings are necessary in order to obtain curves of sufficient radius to secure both speed and safety. From the peculiarities of the ground, a short portion, passing Birch-Cove, cannot, without much additional outlay, be adapted for obtaining great speed, though it has the advantage of an easy grade; however, as this difficulty occurs near a depot, it is not of so much importance as it would have been at a greater distance from a stopping place.

This line of railway, as far as engineering difficulties are concerned, will be good, except the portion crossing the Cobequid Mountains. The shortest line would be by the valley of the Folly river and lake; but this is difficult and the gradients somewhat steep; another line surveyed is through a gorge on the Pictou side of the hills, longer in point of distance, but more level, and by this divergence something will be gained by shortening the branch to Pictou, a section which promises to be the most paying in the Province.

When these railways are completed the city of Halifax will become the Atlantic terminus for a vast extent of internal communication, and on the

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other hand, its geographical position will ensure for it the regular and frequent visits of most of the European steamers; thus, as far as regards passenger traffic, at all events, it can hardly fail to be one of the first cities of this continent. Its internal trade, under the Reciprocity Treaty especially, will be almost indefinitely increased by the connection with the Bay of Fundy, and with the Pictou coal mines, the produce of which will then be exported to the States and other markets at all seasons of the year.

A canal is now in course of construction, from the arm of the Bay of Fundy formed by the Minas basin, by way of the Shebenacadie river, and the chain of lakes at its head, to Dartmouth. This water communication is almost complete, and it afforded the Indians and early settlers a ready access to Truro, Windsor, and other neighboring localities. In 1826, a company was formed at Halifax for the opening a canal in this direction; but, after spending £80,000, the plan was abandoned; and, strange to say, after a lapse of nearly 30 years, now that a railway is being built, which for a great part of the distance, will run parallel with and in the vicinity of the canal, a new effort is being made to complete it. From the very able report of C. W. Fairbanks, Esq., C. E., in 1850, it appears not only that the work can easily be accomplished, but that it will well repay the interest on the capital necessary for its completion. One thing, however, is certain, that whether it will pay the undertakers or not it will, when finished, and for about seven months in the year, be of vast local advantage to those settled along its borders, by increasing the facilities of transport, that it will open up other lands for settlement, and otherwise bring into action the dormant resources of the country along its track, besides adding much to the trade and prosperity of the city of Halifax.

The civil divisions of this county are Halifax, Dartmouth, Lawrencetown, and Preston. The population in 1838, was 28,570; and in 1851, it amounted to 39,112; it is now probably about 45,000.

The interior of the county is well watered by numerous streams and lakes, the principal of which are Mosure and Middle rivers, with the east branch of the latter; Ship Harbor lake, an extensive sheet of water; Musquodoboit river and Salmon river with its tributories; the two latter have their sources interlocking with the Shubenacadie, which falls into Cobequid bay. These, with numerous other small streams fall into the Atlantic to the eastward of Halifax. The principal of those to the westward are Nine Mile and North East rivers; the latter takes its rise in Pockwak lakes.

The county of Halifax is not by any means a good agricultural district; the land is generally hilly and broken, and much of it is barren, especially near the capital, a circumstance which coupled with the fact of the post road to New Brunswick, running through much poor land, has no doubt tended to detract from the real merits of the Province. On this subject, however, we must caution the stranger against hasty conclusions. Let him traverse the margins of the various branches of the Bay of Fundy; let him visit the western counties; and then turn to the shores of the Gulf of St. Lawrence, and the Northumberland Straits; and if he should have entertained ideas inimical to the Province, they will soon be dissipated by a view of the rich marshes, the fertile uplands, and the valuable minerals, to say nothing of the coasts and river fisheries, hardly to be paralleled in the world.

Notwithstanding some rocky tracts, however, Halifax possesses numerous localities that would well repay the industrious and persevering settler, besides much valuable land, and many good settlements skirting the margins

of its numerous streams, more especially on the Musquodoboit and Sackville rivers. In 1851 there were 2,099 persons engaged in agriculture, and 23,866 acres of improved land.

Education.—The number of schools in 1851, was 115
 And of pupils. 4,497
 In 1852, schools, 63
 “ pupils, 3,596

Trade.—The imports of Halifax consist principally of West India and European goods, and the exports are the produce of the fisheries so extensively carried on from that harbor, and the others, so numerous along the sea board.

Total value of imports in 1850,	£1,020,100
“ “ exports “	415 904
“ “ imports in 1853,	1,064 556
“ “ exports “	606,718

Shewing an increase in the last year of £44,456 in the imports and £190,814 in the exports over those of 1850.

Nearly one half of the value of the imports is from Great Britain, and one fourth from the United States; the remainder is nearly equally divided between British North America, the West Indies, and other countries. Of the articles exported, nearly one half is to British North America, one fifth to the West Indies, a little above one-sixth to the United States, one-tenth to other foreign countries, and the remainder, a little above a fourteenth to Great Britain.

The quantities of fish exported from Halifax in 1851, were:—Dried fish, 191,802 quintals; mackarel, 96,650 barrels; herrings, 43,559 barrels; alewives, 4,227 barrels; salmon, 540 tierces, and 6,412 barrels; oil, 3,493 casks; preserved and pickled fish, 3,472 boxes; codfish, 78 barrels.

There were, in 1853, 149 vessels, of the aggregate tonnage of 5,816 tons, having on board 1,240 men, employed by the port of Halifax in the prosecution of the fisheries.

Ships inward and outward in 1850:

Sailing vessels.	Steam vessels.
Total—1,081 vessels, 111,204 tons.	113 vessels, 65,400 tons.
“ 952 “ 84,218 “	Inwards. 110 vessels, 76,861 tons.

The number in 1851, outward, including both sailing and steam vessels, was 1,164 vessels, of the tonnage of 176,802 tons.

The value of the goods brought by these vessels was £1,073,854 currency.

Ship-building is not very extensively carried on along the coasts of this county.

In 1853, the duties collected at this port amounted to	£80,000 cy.
In 1854, to nearly	100,000 “

Shewing an increase of £20,000, which of itself is a sufficient proof of the increasing prosperity of this Province.

The effect of the reciprocity treaty with the United States will probably cause a small diminution in the amount of duties to be collected; but this will, no doubt, be made up, without additional taxation, by the fresh stimulus it will impart to various branches of trade.

COUNTY OF LUNENBURG.

This county is bounded on the north-east by Halifax and Hants; on the south-west by Queen's; and on the south-east by the Atlantic.

The face of the country is generally undulating, though in many places broken into hills and vallies. Its sea-board is very much indented by numerous bays running in from the Atlantic.

Margaret's Bay is a large estuary studded with small islands; it divides the county from Halifax, on their Atlantic frontier. Mahone Bay is a beautiful sheet of water, separated from the former by a promontory, on which is Aspatogan Mountain, about 500 feet high, and a well known beacon to mariners. This bay is a beautiful recess of the sea, well protected by Tamcook and other islands; the principal rivers falling into it are Middle, Gold and Mussamish rivers, all of which take their rise in lakes.

Lunenburg harbor is separated from Mahone Bay by a narrow peninsular strip of land, almost insulated. This harbor is accessible to ships of the largest class. The town of Lunenburg is situate on an elevated plot of ground on the east side of the harbor. This section of the county is said to have been settled as early as 1751, principally by Germans and Swiss, who erected fortifications, the remnants of which are still visible, for their defence against the Indians.

LaHave Bay lies about seven miles west of Lunenburg; it is a good harbor, and its entrance is studded with islands, which afford protection to the shipping. This is the locality in which La Tour obtained his grant, and built a fort at the entrance of the bay. The LaHave river, falling into the bay, has several tributories, which have their sources in a number of lakes interlocking with streams flowing into the Bay of Fundy, and its Minas arm. This river has about 20 feet water at its mouth, and is navigable for about 14 miles. At the distance of 18 miles, there is a fall of about twenty feet, and six miles further up is another, somewhat smaller. Salmon were formerly abundant in this beautiful stream, but they are now prevented from entering its waters by mill-dams and saw-dust. Port Medway is an excellent ship harbor, situate at the most southerly angle of the county.

The whole interior of the county is well watered by streams, some of them navigable, and all affording facilities for the erection of water-power machinery. Roads run along its Atlantic coasts, and through its principal settlements, the leading lines of which concentrate at Lunenburg, Chester, and the other most populous towns and villages, most of which are located at the harbors' mouths.

The principal towns are Lunenburg, the shire-town, Chester, which stands on Mahone Bay, and New Dublin, which is situate at LaHave harbor.

This county is well adapted for farming, and contains a great extent of good land. On the LaHave river, near the Ohio settlement, there is a large tract of meadow land, consisting of several hundred acres. There are also considerable tracts, having the same character of soil, skirting the borders of many of its inland waters, all of which are famed for their hay-producing qualities. From the report of W. Thompson, Esq., Deputy Surveyor, made to the Government in 1853, it appears that there were 277,600 acres of vacant land in the county, most of which was well calculated for lumbering, and a large per centage of it was highly adapted to agricultural pursuits. 116,400 acres of this land lie to the west of LaHave river, and

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about 70,000 acres between the head of Gold river and Halifax county. There are upwards of 80,000 acres in detached places between the two blocks above described, the character of which is not known. However, there is no doubt but several hundred families could be located on good land within the precincts of the county.

The population of Lunenburg, in 1827, was 9,405; in 1838, 12,058; and in 1851, it was 16,395. The cleared land, in 1851, was 29,396 acres; there were 3,018 farmers, and 1,155 fishermen. In 1852, the county contained 42 schools, attended by an average of 1,409 pupils.

Imports and Exports at the following ports :

	1852.		1852.	
LaHave,	£365	} Imports.	£3,370	} Exports.
Lunenburg,	1,265		742	
Port Medway,	257		3,356	
	1853.		1853.	
LaHave,	£2,958	} Imports.	£5,829	} Exports.
Lunenburg,	3,220		2,979	
Port Medway,	1,813		9,872	
	£7,991		£18,680	

This county owns 187 vessels, of the aggregate tonnage of 7,030 tons, valued at £51,908.

In 1854, there were 85 vessels, of 3,500 tons, engaged in the fisheries; their produce in that year was set down at £62,500.

QUEEN'S COUNTY.

The county of Queen's is bounded on the north-west by Annapolis; on the south-west by Shelburne; on the south-east by the Atlantic; and on the north-east by the county of Lunenburg.

The Port Medway river, having an excellent harbor at its mouth, takes its rise in a series of lakes, and affords vast facilities for transporting the productions of the forest to the sea coast.

Liverpool is an excellent ship harbor, with good anchorage, open at all seasons of the year. Coffin's Island, on which there is a light house, is situate at the easterly entrance to this harbor. Liverpool river is one of the most extensive in Nova Scotia; it has its source within a short distance of the Bay of Fundy, with the tributories of which it interlocks. It runs through a chain of lakes, the largest of which is Lake Rossignol, about eighteen miles long, by about four in breadth. This river, though not navigable for vessels, is well calculated for the conveyance of lumber to the port. Extensive mill machinery have been erected on it, and there are several beautiful falls on the main river and its branches. This water communication afforded the aborigines, in early times, a short path to Annapolis Basin, with whose waters it is almost connected. Ports Mouton and Jolli are the only remaining harbors of any note; they are broad shallow bays. At the head of the former, Broad river enters it, but has a short course.

The north-western section of this county is completely variegated by land and water; the frontier is generally poor and rocky, and not favorable to agricultural pursuits; in fact, from what is known of its interior, Queen's can hardly be called an agricultural county. Almost all the choice lands

are granted, though there are many isolated spots which will well repay the hands that may till them.

The townships of this county are Liverpool, the shire-town, and Guysborough. The town of Liverpool, which was founded in 1760, is built on a rocky site, about 80 miles west of Halifax. It presents the appearance of taste, though not so much of business. The road passing along the Atlantic coast of the Province traverses the sea board of this county, and there is a leading road from Liverpool running northward to the Bay of Fundy; there are also several bye-roads diverging from the main roads to the new settlements in the interior.

The population, in 1838, was 5,798; and in 1851, 7,256. At the latter period, it had 13,950 acres of land cleared, 400 farmers, 310 fishermen, and 280 lumbermen.

In 1851, there were 30 schools, attended by 887 pupils.
 " 1852, " 32 " " 904 "

In 1854, the county owned about 7,000 tons of shipping.

	Imports.	Exports.
1852—Liverpool,	£13,132	£36,061
1854— " "	15,961	36,000

SHELBURNE.

This triangular county is bounded on the northeast by Queen's; on the southwest by Yarmouth; and on the southeast by the Atlantic. The whole frontier is a succession of harbors. Jordan river, which empties itself into Green Harbor, takes its rise in Davies lake, and is navigable for about ten miles; the harbor is flat. Shelburne harbor is one of the best on the coast of the Province; it has an island, McNutt's, at its mouth, on which a light house is placed. The main entrance, which is on the east side of the harbor, has sufficient water for the admission of large class vessels. Roseway river has its source near the most northerly angle of the county, and near the western sources of the Liverpool river; this stream, though not large, is sufficient for the transmission of lumber, and for the erection of mills. The principal river on the westward is the Clyde, a stream of some note as a conveyance for the productions of the forest. The next harbor of importance is Barrington, into which falls a small stream fed by lakes; this is a fine bay, and affords good shelter and anchorage for large class vessels.

The county is divided into two townships, namely, Shelburne, the county town, situate at the head of the bay of the same name, and Barrington, which comprizes the southern part of the county.

The whole Atlantic coast of the Province is poor and in many places rocky; and this county shares the general character. The principal settlements are on the banks of the streams; that on the Clyde is thriving. The county contains about 200,000 acres of ungranted land, most of which is only fit for lumbering, though there are some intervening spots adapted for farming; but lumbering, shipbuilding and fishing have been the principal employments of its inhabitants.

Shelburne was settled by a number of emigrants from New York in 1783, but from its unfitness for agricultural pursuits, it was subsequently almost abandoned; recently, however, new life and vigor has been infused into the place, and it is now rapidly progressing. The principal road is that along the seaboard, from which bye-roads diverge towards the interior. The pop-

ulation in 1838, was 6,831, and in 1851, 10,622; the county contained in 1851, 1,151 agriculturists, 406 fishermen, 210 registered seamen, and 558 persons employed at sea.

The number of schools in 1851, was 49, attended by 937 pupils.

Imports in 1852.

Shelburne, £747
Barrington, 3,696

In 1853.

Shelburne £1,955
Barrington, 4,813

Exports in 1852.

£2,332
9,977

£11,050
2,263

COUNTY OF YARMOUTH.

This county, similar in shape to that of Shelburne, is bounded on the east by that county; on the north by Digby; and on the southwest by the Atlantic.

Its coast, like that of the county just described, is studded with a great number of small islands and many harbors, which afford shelter and protection to shipping. The principal of the latter are Pubnico, Abuptic, Tusket, Jebogue, Yarmouth and Jegogin; all of which admit vessels of various sizes and even large ships find safe anchorage behind many of the islands; but the harbor of the greatest note is that of Yarmouth, which is capacious, and well protected from storms. It admits large class vessels as far as the town, and those of light tonnage can ascend still higher. There are a great number of small streams traversing the interior of the county, and having their sources in lakes, which vary in extent from one to eight miles. The principal river is the Tusket, which takes its rise in the county of Digby, passes over several falls, and receives, in its passage to the sea, the tributary waters of many lakes and smaller streams, communicating with others; thus the whole district is variegated by extensive and valuable sheets of water, affording most eligible localities for the lumberer and mill man.

The surface of the county is much diversified by slight elevations, as well as by the lakes and streams; the latter, near their mouths, are skirted by low marshes of second rate quality; about 2000 acres of which have been dyked and produce large burthens of hay, which is eagerly sought after by neat cattle.

The principal part of the land fit for settlement is granted, and the larger portion of that still vacant is only fit for lumbering. From the report of Zaccheus Church, Esq., the principal Deputy Surveyor of the county, made to the government in 1854, it is evident that "a very small proportion of it is capable of profitable cultivation, and that is in small tracts. There is some timber land, mostly in ridges, so called, among the barren land, and some capable only for fence poles and fire-wood, that I include," says Mr. Church, "with the timber land, but far the greatest proportion of the land is barrens, and land which has lately been burnt and the timber destroyed." Still on the sea board and skirting the rivers there are some fine settlements. The chief employments of the inhabitants are fishing, ship building, and lumbering, mixed with a little farming.

The county is sub-divided into the townships of Yarmouth and Argyle; the former is the shiretown, and is beautifully situate, having one principal street, stretching for about two miles along the east side of the harbor. It ranks among the second places in Nova Scotia, competing in the march of

improvement with the town of Pictou. Roads extend along the seaboard, and diverge from thence towards the interior, wherever settlements are forming. There are several flourishing villages at the mouths of the rivers, where trade is pursued with much spirit. Yarmouth owns a large amount of shipping; its population in 1838 was 9,189, and in 1851 it amounted to 13,142; in the latter year there were 30,575 acres of cleared land, 8,386 head of neat cattle, 12,449 sheep, and 1,694 swine; the other agricultural products were 15,449 bushels of various kinds of grain, 11,599 tons of hay, 94,717 bushels of potatoes, 200,869 pounds of butter, and 92,530 pounds of cheese, the farmers numbered 1,151, fishermen 406, and seamen 763. In 1852 there were 28 schools attended by about 1000 pupils.

1852.	Imports.	Exports.
Pubnico,	£1,357	£1,879
Tusket,	2,761	3,737
Yarmouth,	33,647	20,775
1854.	Imports.	Exports.
Pubnico,	£1,957	£2,651
Tusket,	2,333	2,820
Yarmouth,	54,051	18,309

The first settlers of Yarmouth were Acadian French, most of whom were exported in 1755, the descendants of some of those who returned still occupy a part of the country. Some of the early settlers were refugees from New England.

COUNTY OF DIGBY.

The county of Digby is bounded southerly by Yarmouth; north easterly by Annapolis, and northerly and westerly by the Bay of Fundy and the Atlantic. The Bay of Fundy is fringed by a narrow strip of land, which extends from the head of St. Mary's Bay, in a south-west direction, known by the several names of Digby Neck, Long and Brier Islands; the two latter are separated from the neck by two passages, distinguished as Grand and Petit Passages, through which the tides of the Bay of Fundy run with great rapidity.

The deep and spacious Bay of St. Mary's, and Sissiboo harbor, on its southern coast, are the principal harbors of this county.

Digby contained in 1851, 17,242 acres of cleared land; and in 1854, 224,000 still claimed by the Crown, "a great portion of which," according to the report of Alpheus Jones, Esq., principal deputy surveyor, "is of a very inferior quality; there is some very good land on the reserved road, near the eastern line of the county, also a large tract on Carlton and Kempt rivers." there are numerous other isolated spots referred to in this report, as well suited for agricultural pursuits, but the best of the land is granted. Two roads run nearly parallel to the southern shore of St. Mary's Bay, one along the seaboard, and the other a short distance to the eastward; there are also cross roads extending from the frontier towards the interior; and another, stretching through Digby Neck and the islands on the south west; the latter road is interrupted by the passages or straits before mentioned.

The agricultural productions of this county, in 1851, were, on the whole, fully equal in quantity to those of Yarmouth. In that year there were 57 schools attended by 1,323 pupils.

The only rivers in this county are Salmon river, Montenquin river, Sissiboo river, and Smelt river, all of them inconsiderable streams.

The county is divided into the townships of Digby and Clare; the first comprehending the northern, and the latter the southern sections. The shore of Digby is studded with villages and settlements, and much of the front land is very fertile. At the head of St. Mary's Bay there are extensive tracts of marsh land. A large portion of the inhabitants are descendants of the Acadian French, who, together with the others, own about 100 vessels engaged in the fisheries, and in trading to the States.

The town of Digby is the shiretown, and is about 145 miles from Halifax; it is situated on an elevated spot at the south west of Annapolis basin, which affords its trade an outlet to the Bay of Fundy; the scenery around is beautiful and varied. A steamer has recently been established from this place to Boston.

	Imports.	Exports.
1852.		
Digby,	£14,955	£13,438
Westport, on Briar Island,	6,114	7,215
Weymouth,	8,664	20,850
1854.		
Digby,	£17,384	£10,867
Westport, Briar Island,	4,317	10,062
Weymouth,	5,874	10,841

There were exported in 1853, from the ports of Digby and Weymouth, 757 bushels of apples and other fruit.

ANNAPOLIS COUNTY.

Annapolis is bounded on the north east by King's; on the south-east by Lunenburg and Queen's; on the south-west by Digby; and on the north-west by the Bay of Fundy.

The whole sea board of this county is composed of a continuous ridge of high land, and therefore, it is void of harbors, with the exception of Annapolis Gut and Basin. That arm of the sea is a beautiful estuary, which, with the river of the same name stretching into the county of Kings, is navigable for upwards of thirty miles; it has numerous tributories, flowing from the southward of the main river; the whole affords a valuable outlet for the produce of the fisheries and the other articles of export. Some of the lakes and streams emptying into the Annapolis basin, interlock with those of the Liverpool river, so as almost to isolate the western part of the Province.

The surface of this county is greatly diversified: while the sea-board is somewhat mountainous, and the southern portion rocky and hilly, the valley of the Annapolis and its tributories is very fertile, and highly calculated for agriculture, and for the production of fruit.

We find, from the report of Alexander Campbell, Esq., principal deputy surveyor of the county, that it contains 380,000 acres of crown land, which he classifies as follows:—Lands capable of profitable cultivation, 120,000 acres; lands covered with timber, but unsuitable for tillage in the present circumstances of the country, 140,000 acres; lands generally designated barrens, 120,000 acres."

The principal part of the arable land lies in the southern and eastern sections, and additional roads are required to render it available for settlement. There are also several hundred acres of valuable meadow land skirting the streams to the southward. If roads were opened through the 120,000 acres:

of good land reported by Mr. Campbell, not less than 800 additional families could be located. With regard to much of the land in this Province which the prevailing opinion has condemned as unfit for tillage, we are greatly inclined to indorse the opinion expressed by this able report, in which the writer says that "profitable cultivation does not depend altogether upon the good quality of the soil, and its capability of cheap tillage, but, in a great measure, on the relative position of the lands, as regards good roads and facilities of communication with the market." Roads are alone wanted to open accesses of the forests to settlement, and to facilitate the transportation of its valuable timber. The leading roads of the county are those running along each side of the valley of the Annapolis, from Annapolis, across the country, to Liverpool; from the same place to Chester, and also from Wilmot to Liverpool.

The Annapolis valley is studded with good farm houses and orchards, and is a fine agricultural district. In 1851, the county contained 2,793 acres of dyked marsh, of the best quality, and 44,512 acres of other improved lands; 1,514 horses, 177,04 head of cattle, 17,526 sheep, and 2,852 swine. It gave employment to nearly 2,000 farmers, 202 fishermen, and nearly 400 seamen, &c. In the same year its agricultural produce was as follows: 11,031 bushels of wheat; 17,043 of barley; 17,035 of rye; 42,955 of oats; 18,984 of buckwheat; 11,779 of Indian corn; 23,935 tons of hay; 146,899 bushels of potatoes; 73,470 of turnips; 186,717 pounds of butter, and 171,961 pounds of cheese; besides many other minor articles. In 1853, there were shipped from Annapolis, Clementsport and Wilmot, 28,646 bushels of apples and plums, of the value of £5,143.

	1852.	Imports.	Exports.
Annapolis,		£14,488	£20,366
Clementsport,		1,633	1,875
Wilmot,		6,617	5,477
		<hr/>	<hr/>
	1853.		
Annapolis,		£12,348	£19,854
Clementsport,		2,310	2,811
Wilmot,		12,777	19,496
		<hr/>	<hr/>
	Totals for 1853,	£26,435	£42,161

These figures shew the trade of the ports named to be greatly on the advance; and the excess of exports over imports prove a still more satisfactory progress, being £15,726.

This county, in 1852, possessed 62 schools, attended by nearly 2,000 pupils; its population, in 1838, was 11,989, and in 1851, 14,285 souls.

The town of Annapolis, the head quarters of the county, and the Port Royal of the French, was founded by the latter in 1605. Although it is now 250 years since the first settlement, 122 years since the English became masters of it, and 100 since the Acadians were expelled, still it has not made so rapid a progress as might be expected from the long period that has elapsed, and from the elements of wealth it contains. After the removal of the French neutrals, this part of the county was settled by emigrants from the States, disbanded soldiers and loyalists. The old French fort is still in existence, but silence is now spread over its dilapidated battlements, and the field, once the scene of war and bloodshed, is now cultivated, and is

applied to its legitimate purpose—that of producing food for man and beast.

The other townships of the county are Granville, Wilmot and Clements. There are numerous thriving villages spread over the Annapolis valley, which add to the picturesque appearance of the surrounding landscape. If the iron mines of Moose river (a small tributary of the Annapolis) were extensively worked, the valuable lands rendered available for settlement by the construction of roads, the far-famed herring fishery of the basin more extensively pursued, and the railway from Halifax extended, so as to encourage and effect a communication by steamboat across the Bay of Fundy to Saint John, a distance of forty-five miles, we might see a distant vista in prospect, holding out promises of great prosperity to this section of Nova Scotia.

KING'S COUNTY.

This county is bounded on the north east by Minas basin; on the north west by Minas channel; and on the south east by Lunenburg and Hants.

The only rivers are those emptying themselves into Minas basin, namely, the Gaspereaux, Cornwallis, Canard, Habitant and Pereau; these all run nearly parallel with the Minas channel and are navigable for distances varying from four to ten miles; the Cornwallis indeed will admit steam boats of light draft for upwards of twenty miles.

That part of the county bounding on Minas channel, like the corresponding portion of Annapolis, is precipitous and rocky; but the borders of the streams we have enumerated, present a decided contrast, being flat, with large tracts of the richest alluvial deposits in the lower Provinces. The principal settlements skirt the rivers and the post road from Halifax towards Annapolis; though cross roads are being extended in various directions upon which cultivation is being carried on.

This valuable county had, in 1851, 6,988 acres of dyked marsh, valued at £17 per acre, some of which was dyked by the French upwards of 100 years ago, and also 66,668 acres of other improved land. The crown lands were then about 130,000 acres, one half of which was probably fit for profitable cultivation; there are also several tracts of meadow land in the interior still ungranted, but additional roads are required to render these lands accessible to settlers.

The subdivisions of the county are: Kentville, the county town, Horton, Cornwallis, and Aylesford. Kings was first settled by the French, who built a village in Horton, which they called Minas; but after their expulsion in 1755, their farms were occupied, about 1764, by emigrants from the States. Kentville is situated in a vale sheltered on all sides by high land and forests.

This fine county is traversed by several principal roads, which are intersected, and as it were tied together by numerous cross roads, upon all of which are villages as well as scattered farm-houses, possessing beautiful and productive orchards.

Notwithstanding the great agricultural merit of this county, its population has not increased in proportion to that of many others; in 1838, it contained 13,709, and in 1851, 14,138 persons.

The gross amount of the agricultural productions and farm stock, differed very little, 1851, from the amounts raised in Annapolis county, the population of the two being nearly equal.

In 1851, there were 56 schools, attended by 1,966 pupils, and in 1852, the schools had increased to 66, and the scholars to 2,216.

	Imports.	Exports.
1852.		
Cornwallis,	£7,664	£15,057
Horton,	3,992	4,030
Totals,	£11,656	£19,087
1853.		
Cornwallis,	£7,383	£8,936
Horton,	6,061	4,101
Totals	£13,444	£13,037

Apples and plums were exported in 1853, to the amount of 4,922 bushels.

COUNTY OF HANTS.

Hants is bounded on the north by Minas basin and Cobequid bay; on the east by Colchester; on the south by Halifax and Lunenburg, and on the west by King's.

This county has a large frontage on the Minas branch of the Bay of Fundy, and there are numerous streams running into the southerly arm of the Minas basin, the principal of which are the Avon, St. Croix, the Meander and Kennetcooke. All these except the first are only navigable for a short distance from their mouths, but the Avon is accessible for ships to Windsor, twelve miles, where it is crossed by a bridge preventing their further progress; and small vessels may ascend about seven miles further; this river is three miles wide at its mouth, and extends to within a short distance of the Atlantic. These fine rivers afford great facilities for the shipment of gypsum and limestone, both of which are very abundant along their margins. This county has also the benefit of one half of the Shubenacadie, which divides it from Colchester on the east, as far as Gay's river.

In 1851, this county contained 5,292 acres of dyked marsh, valued at £22 per acre, and 60,162 acres of other improved land.

According to the report of the principal County surveyor, Benjamin Smith, Esq., "the lands on the principal rivers, and most of the public roads have been already granted," and the land fit for settlement still in the possession of the Crown, lies in detached places in the county, so that new roads will have to be made before the land, so placed, can be rendered valuable. This report classifies the crown lands as follows:—

1st. Land capable of profitable cultivation,	43,500 acres.
2d. Land covered with timber, but not capable of profitable cultivation,	48,500 "
3d. Barren land,	74,000 "
Total,	166,000

However, about 300 families would find suitable farms in the county; and as is the case in most other instances, all that is wanting to render these lands accessible is additional and well laid out roads.

The surface of the greater part of the county is flat, except that portion bounding on Halifax, which is hilly and broken; the frontier land is very fertile, especially on the borders of the streams and estuaries. After the

expulsion of the French, the county was taken up by settlers of various origin, principally loyalists and emigrants from the United States.

There are six townships in this county, namely: Windsor, the shiretown, Newport, Kempt, Falmouth, Douglas, and Rawdon. Windsor is a beautiful town, systematically laid out, and situate in the midst of a valuable country. The population of Hants, in 1838, was 11,399, and in 1851, it was 14,330. This county, with nearly the same population as King's and Annapolis, differs very little from them in the growth of farm produce; so that these three counties appear to be nearly balanced in this respect.

1852.	Imports.	Exports.
Maitland,	£2,478	£3 815
Hantsport,	823	2,924
Windsor,	9,706	9,542
	<hr/>	<hr/>
Totals,	£13,007	£16,281
1853.		
Maitland,	6,053	8,645
Hantsport,	2,804	6,154
Windsor,	16,656	16,065
	<hr/>	<hr/>
Totals,	£25,513	£30,864

Maitland exported in 1853, 17,973 tons of gypsum; Windsor in the same year, 55,838 ditto—total, 73,811.

COLCHESTER.

This irregularly located county is bounded on the east by Pictou; on the south by Halifax; on the west by Hants; on the north and north-west by Cumberland and the Northumberland Straits; and in other parts on the south by Cobequid Bay.

Colchester has a front of 45 miles on the Bay, into which Harrington, East, Economy, Little and Great Bass rivers, enter; and further to the eastward, Portapique, Great Village, Folly, De Bert, Chiganois, North and Salmon rivers. These all take their rise in, and drain the southerly side of the Cobequid hills. The Shubenacadie, which is navigable for schooners for upwards of thirty miles, forms the boundary between this county and Hants. The Stewiacke, an eastern tributary of the former river, traverses the whole southerly section of Colchester. All these rivers are skirted by valuable marsh land, similar to that at the head of the Bay of Fundy.

Cobequid Bay is only twenty-two miles from Tatamagouche harbor, on the Northumberland Straits, the division between them being formed by the Cobequid Mountains. A number of small streams make their exits into this harbor, which have their sources at the foot and on the north side of the mountains. The whole county is thus well watered. Some of the streams are navigable for schooners—most of them for boats, barges, and rafts, for some distance; and all offer great facilities for the working any description of machinery by water-power.

The natural advantages of this county are very great, comprising coal and iron ore, freestone, gypsum, marble, limestone, and roofing slate, salt springs, sea and river fisheries, and extensive tracts of valuable forest land. The interior is diversified by lofty hills, in which the Cobequids are conspicuous, and by extensive vales, while the coast is undulating, with a soil gen-

erally of a fertile and loamy nature. Although there is much poor land to be found, yet the arable tracts are extensive, and they, together with the alluvial marshes, render the county a decidedly superior agricultural district.

The principal part of the land south of the mountains has been granted; but as much of it in their neighborhood is broken by steep hills, deep valleys and ravines, there is great difficulty in cultivating some parts. There are numerous detached pieces of land still the property of the Crown, among which are between four and five thousand acres on the south side of the Stewiacke river, and about three thousand near the Whidden settlement. About 30,000 acres, comprising much good land, lie on the north side of the same river near its sources; at the most westerly extremity of the county there are about 5000 acres of excellent quality. All the ungranted lands in Colchester will probably be required by its own increasing population, so that it does not present so many advantages to emigrants as some of the other counties.

From the extensive forests and ready means of communication with the sea, it follows that ship-building and lumbering should be extensively prosecuted by the inhabitants; and this is the case at Cobequid, and more especially at Tatamagouche. Many districts are also well adapted for agriculture, and the people of Onslow, Londonderry, and the neighborhood devote to it a considerable portion of their attention. When the forests fail, it has a concealed and, as yet, nearly dormant source of wealth, second only to its soil, in its exhaustless and invaluable mineral deposits, on which it may fall back.

Colchester is divided into four townships, namely: Truro, the shire-town, Onslow, Londonderry, and Sterling. Truro is a beautiful little town, situate on a tabular piece of land divided by a creek, about a mile from the head of ship navigation in the Cobequid Bay. In the centre of the town is a fine square reserved, into which roads enter from all parts of the Province, and on its sides are all the public edifices of the county, as well as many stores and private buildings, many of them neatly ornamented. The principal part of the town is situate on the south side of the stream; the streets are much better laid off than those of other towns formed in the infancy of the colony. From this place, roads diverge to Halifax, Pictou, Wallace and Amherst, and thence to New Brunswick.

The settlements of Truro, Folly, Londonderry, and Economy, skirting the northern shore of Cobequid Bay, are densely inhabited, and present the appearance of wealth. There are few places, indeed, in the Province which afford more picturesque, as well as more thriving prospects, than some of these districts; and the traveller who will take the trouble to ascend an eminence near Truro, could hardly select a spot where his eye could traverse so varied a landscape. The spacious bay, the numerous streams meandering through rich marshes, the extensive upland improvements studded with farm houses, and last, though not least, the conical sugar-loaf appearance of the hills towering in the distance, and covered with trees to their summits, present a splendid panorama not easily equalled.

Large portions of this valuable tract were occupied in the early settlement of the county, by the French, and after they were dispossessed in 1755 passed into other hands. The township of Truro, containing 50,000 acres was settled by a number of emigrants from Londonderry, Ireland; Onslow received in 1761 about 30 families of various origin from Massachusetts

who appropriated a portion of the dilapidated property of the Acadians; Londonderry must have had a numerous French population, judging from the size of the chapel, which Haliburton tells us, "was 100 feet long and 40 feet wide," and was destroyed on their expulsion by the provincial troops; in the same year, this valuable and fertile section was settled by about twenty families from the north of Ireland, who gave it the name of the place of their nativity.

That portion of the county bordering on the Northumberland Straits is well settled; the land is excellent, and the farms are being extended along the sea shore, the margins of the streams, and the roads; the two latter every where penetrating into the recesses of the forest.

The population of Colchester in 1837, was			10,674 souls,
And in 1851,			15,469 "
Number of schools in 1842,	33	Scholars	1,665
" " 1851,	71	"	1,861
" " 1852,	72	"	2,227
" of agriculturists in 1851,			2,333
" of acres of land cleared "			71,670
Imports.	1852.	1853.	
Beaver river,	£1,219	£244	} Increase. £2,645
Londonderry,	4,241	7,828	
Tatmagouche,	1,648	1,681	
Exports.			
Beaver river,	1,673	214	} Increase. £578
Londonderry,	2,739	4,494	
Tatmagouche,	3,843	5,125	

The number of vessels built in 1851, was,	22
Amounting to the aggregate tonnage of	3,192 tons.
In 1853 there were built,	9
Amounting in tonnage to	2,144 tons.
And of the value of	£20,519

COUNTY OF CUMBERLAND.

This is the most northern county of Nova Scotia proper, and is bounded on the south west by New Brunswick, Cumberland basin, and Chignecto Bay; on the south by Minas channel and basin and Colchester; on the east by Colchester; and on the north east by the Northumberland Straits; with a sea board of nearly fifty miles on the latter, and of over 100 miles on the bay of Fundy and its arms.

The surface of this valuable county presents a great variety, from the lofty hills of the Cobequid chain, to the mural cliffs of its western border, the rich alluvial marshes of Cumberland basin, and the undulating uplands of the Straits. It is capable of being made one of the best agricultural counties in the Province, as it possesses a larger per centage of alluvial lands, consisting both of alder sevale and marsh, together with a valuable upland adapted for the production of every species of farming produce, than any one of the eighteen counties into which Nova Scotia is divided.

Its geographical position, also, having the advantage of the Gulf and Bay of Fundy with many excellent harbors on both sides, together with its extensive road communications, and navigable facilities, added to the valuable character of its soil renders it a most desirable locality either for agriculture or commerce.

The principal reason for its not having made greater progress may probably be found in the compound nature of the employments pursued by its inhabitants—an error upon which we have so often observed in speaking of various sections of the two Provinces—however profitable the lumbering business may be, and however praiseworthy the developement of any of the resources of a county, yet its avocations too generally interfere with any other pursuit—perhaps in some localities the lumberman and fisherman might be well united in the same class of persons, as the summer is the best season for fishing, while the winter is devoted to the preparation of lumber; but in every other case the attempting too much spoils the whole undertaking. The position of the county induced its first settlers, along the shore and margin of its rivers, to engage largely in the erection of saw mills, as well as in the fisheries; and thus arose a greater mixture of employments than in perhaps any other county. Thus it has happened that Cumberland, and its neighbor Westmoreland, in New Brunswick, have taken the lead of the other counties in their respective Provinces, in the number of saw mills, and in the hands employed in this branch of business, though it will be seen that Cumberland has, in this respect, a decided advantage. By the census of 1851, Cumberland possessed 226 saw mills, which gave employment to 366 hands, besides 220 engaged in lumbering; this with the partial prosecution of the fisheries, fully accounts for the neglect its agriculture has experienced. It would be difficult to find a stream of any magnitude without its machinery of this description, and very frequently its water power is loaded with more than it can keep profitably in motion.

Civil Divisions, population, roads, and settlements :

This large county is divided into three townships—Amherst, the shire-town, Parrsborough, and Wallace.

The township of Amherst, including the village of that name, is situate near the boundary of New Brunswick, the small district of Fort Lawrence only intervening. The town is four miles from the Province line, on an undulating ridge, looking towards Forts Lawrence and Cumberland, over extensive marshes, and the spacious Cumberland basin stretching in the distance. It has one long winding street, which was laid out before its existence as a town was thought of, and therefore it possesses some imperfections and irregularities, but recently more attention has been paid to system, and new streets are now being planned with a due regard to order and its future prospects.

This place is the seat of the Courts of Justice for the County, and contains a Court House, Jail, Probate Court, and Register Office, with a large number of mercantile establishments, and other neat private edifices, also places of worship belonging to the Episcopalians, Presbyterians, Methodists, Baptists and Roman Catholics; a female Academy, well attended, and other literary institutions.

The surrounding country for many miles is in a good state of cultivation, and the numerous roads leading from the town in every direction are densely settled; the scenery of the neighborhood presents a healthy, prosperous, and in some places, even a picturesque appearance.

We may here observe that previous to the separation of New Brunswick from Nova Scotia, the township of Amherst, as originally laid off, was bounded by lines defined on paper to run from given points; and a grant "of fifty-three shares, or rights (we quote from Haliburton, vol. 11, page 53,)

of five hundred acres each, and containing twenty-six thousand seven hundred and fifty acres, with allowance for glebe, school, minister, and roads," passed from the Crown; this block of land is found, like most of the old grants, to contain more land than the number of acres specified; and by an unprecedented course the Nova Scotian Legislature have thought proper to regrant the surplus, instead of permitting the heirs of the original grantees to divide it among themselves. Upon the same principal it would only be just for a government to make up the quantity, in case of deficiency, which is not usually done.

The principal settlements on the other parts of the Bay of Fundy coast, are Minudie, a thriving village, in sight of, and only a short distance from Amherst, but separated from it by the southerly arm of the Cumberland basin. The principal trade is in grindstones and coal, both of which are procured and the works carried on with spirit at the Joggins; the surrounding lands, both marsh and upland, are very productive. Proceeding along the Bay we come to Apple river and Advocate harbor, both affording commercial facilities.

The township of Parrsborough which is situate in the south west part of the county, contains Partridge Island, which forms a small harbor, and is a place of some note, on account of the facilities afforded to trade by Minas basin and channel, on both of which this township fronts. Though some of the land along this coast is rocky and presents a mural appearance, yet there are fine tracts of alluvial land on the borders of the bays and streams, and also much upland, which well repays its cultivators. The interior of this section is but thinly settled.

The township of Wallace forms the eastern section of the county, and abuts on the Northumberland Straits. The whole of this coast is densely settled; besides the village from which the township takes its name, the settlements of Pugwash, Goose river, and Tidnish are of a high order, the soil being generally based on the grey sandstone, of a dry character, with extensive tracts of upland alluvium interspersed through it.

Pugwash is a neat little town, situate on both banks of the river of that name; the streets are laid off systematically, and with a view to future extension. The harbor is the best between Pictou and Miramichi; vessels of the largest class can enter and lie in safety within their own length of the shore; and above the town is a splendid basin capable of holding a whole navy. The principal branches of the trade of this place are lumbering, fishing, and shipbuilding, while the surrounding country yields large quantities of farm produce.

The North American and European Railroad will traverse forty miles of the eastern section of this county, thirty of which are fit for tillage; it crosses on its track several streams navigable for small crafts, thus affording outlets to the sea.

Rivers and Settlements.—Wallace Bay is a large estuary, where shipbuilding is pursued with much spirit, and there are nearly 500 acres of marsh on its borders. Several small rivers fall into it; the banks of the principal are settled for about ten miles, and around its head there is much good land for future settlement.

Pugwash river is settled for a short distance above the harbor.

River Philip is settled for twenty miles up its course, for which distance roads extend; the banks of its tributories are also thickly inhabited. There is much poor land in its neighborhood, while near its sources, and along its

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margins, there are extensive tracts of intervals of the best and most productive character, affording large crops of hay and grain. This river has long been famed for the abundance and quality of its salmon and trout; but, like other places where lumbering is carried on, and where the inhabitants are allowed to take the fish, both in season and out of season, this fishery, unless protected by legislative enactment, will soon be extinct.

Goose river is not very extensive, but it is well settled for five or six miles from its mouth.

Tidnish river is the last in the Province, falling into the Straits. It has its source within four miles of that of the La Planche, which runs into Cumberland Basin. The banks of the former are inhabited for about three miles. The land at the head of these rivers is generally poor, though there are some spots which will repay the cultivator.

Napan, Maccan, and Hebert rivers, all emptying themselves into the Cumberland Basin, are settled for several miles along their banks, as are also most of the other rivers falling into the Bay of Fundy, in the western part of the county. Roads communicate with all these settlements.

The mineral character and educational institutions of this county are noticed in another place.

The population of this county, in 1817, was	2,398
“ “ “ 1827,	5,416
“ “ “ 1837,	7,572
“ “ “ 1851,	14,339

This county has increased so fast, within the last three years, that its inhabitants cannot now be far short of 17,000.

Comparative statement of the imports and exports, at the different ports of this county, in the years

Imports.	1852.	1853.	
Amherst,	£12,475	£13,934	} Increase, £4,744.
Joggins,	1,725	1,570	
Parrsborough,	3,301	5,032	
Pugwash,	1,111	3,452	
Wallace,	2,956	2,314	
Totals,	£21,558	£26,302	

Exports.	1852.	1853.	
Amherst,	£4,372	£4,035	} Increase, £18,504.
Joggins,	3,317	3,483	
Parrsborough,	8,000	9,932	
Pugwash,	10,582	14,009	
Wallace,	4,174	7,490	
Totals,	£20,445	£38,949	

Excess of exports over imports,	£13,760
Number of agriculturists in 1851,	1,932
Acres of land cleared “	101,067
Number of schools in 1842,	55
“ scholars “	1,796
“ schools in 1851,	71
“ scholars “	1,861
“ schools in 1852,	56
Average attendance of pupils,	1,906

The number of vessels built in 1851 was	88
Of the gross amount of	10,233 tons.
And there were built in 1853,	21 vessels,
Amounting, in the aggregate, to]	4,177 tons,
And to the value of £46,089.	

PICTOU

Is bounded south by Halifax and Guysborough; on the west by Colchester; on the east by Sydney; and on the north by the Northumberland Straits, on which it has a front of fifty miles.

This county presents, in its general character, a great diversification of hills, vallies and winding streams. The soils are comprised, principally, under the silurian and carboniferous formations, and, with few exceptions, are well calculated for agricultural purposes.

The principal harbor in the county is that of Pictou, situate near the centre of its sea-board; it is sufficiently deep and capacious to allow large class vessels to enter, though by a narrow channel, and to be in perfect safety; indeed, there is ample room, in from five to nine fathoms of water, with a muddy bottom, for a very large fleet. The light house at its entrance affords the necessary directions to mariners making the port. Three streams fall into this harbor, namely—West, Middle and East rivers; the latter has numerous tributories, and is navigable for small vessels for upwards of five miles. All these rivers drain large tracts of good land, and are well adapted for saw mills, and the floating down lumber for shipment.

Near the eastern boundary of the county, the river John makes its exit into Tatamagouche harbor, in Colchester; and at the eastern extremity, Sutherland, French, and Barney's rivers, empty themselves into the shallow harbor of Merigonish.

The county is intersected not only by these numerous streams, but also by roads running along their banks, and along the coast in almost every direction. There are great leading roads to New Brunswick near the shore, and by way of Amherst, as well as to Truro, Canso, Halifax, and other places on the Atlantic coast, all concentrating at the harbor of Pictou.

There are only three townships in the county, namely—Pictou, Maxwellton and Egerton; but villages and settlements, some of them almost entitled to be called towns, are scattered over the whole county. Besides Pictou, the shire-town, the principal are New Glasgow, Albion Mines, Durham, on the West river, and Bellevue, on the river John.

Pictou is a neat-looking town on the north side of the harbor, to which, as well as to the county, it has given its name, in lat. 45° 42' north, and long. 62° 46' west. Its front streets indicate the same want of system, in its first laying out, that we so often observe in early settlements. Recently, however, a great advance has been made, both in the location and extension of new streets, the improvement of the old ones, and the erection of numerous elegant edifices, many of them being built of stone.

This town possesses great advantages, in its geographical position, with regard to the trade of the Gulf and Straits, its proximity to the flourishing islands of Prince Edward and Cape Breton, and the excellent quality of the soil of the surrounding districts. To these may be added the commercial facilities for the valuable fisheries of all these coasts—for ship-building, and for the important coal trade carried on from its harbor to all the British Pro-

vinces and the United States; the latter, indeed, may be expected to receive a great additional stimulus from the Elgin treaty; and the whole, if rendered properly available, cannot fail to constitute it the second place of importance in the Province.

All the public buildings of the county are here situate, together with post and telegraph offices, giving ready means of communication to every principal town in the Provinces and the States. Among its excellent educational establishments, we must not omit to mention the Pictou Academy, founded in 1816. From this institution has emanated much valuable information, placing this county foremost, in proportion to its population, in the literary scale of the Province.

The neat and flourishing towns of New Glasgow and Albion Mines, are situate on the east river of Pictou, near the coal mines to which they owe their existence. The coal of these mines is transported to the loading ground on the harbor by means of a railway five miles in length, worked by locomotive engines. The population of this section of the county is fast on the increase; and the neighboring districts, notwithstanding a large portion of the inhabitants being engaged in mining, are undergoing great improvement in agricultural respects.

A railway from these mines to Halifax, to which we have already referred, would confer a lasting benefit on this county, and would no doubt be highly remunerative; it is calculated indeed that the revenue derived from the coal trade alone would pay the interest on half a million of money.

Population.—Pictou was settled in 1765, by a few families from Maryland, who, eight years afterwards, were joined by about thirty families from the Highlands of Scotland; since that time there has been a considerable emigration from various parts of Scotland; and the principal part of the population consist of these emigrants and their descendants. Gaelic is commonly spoken in many districts.

In 1837, the population numbered,	21,449
“ 1851,	25,593
The number of schools in this county in 1851, was	102
Attended by	3,525 pupils
In 1852, there were	96 schools
Attended by	4,622 pupils

The number of persons respectively engaged in the following pursuits in 1851, were:—

Merchants,	159
Manufacturers,	280
Mechanics,	1,089
Agriculturists,	3,463
Inhabited Houses,	3,869
Other buildings,	4,757
Families,	4,110
Improved lands in 1851,	103,582 acres
“ “ 1827,	49,181 “
Increase in ten years,	54,401 “

The sawed lumber exported in 1853, amounted to 4,140,000 feet, of the value of £15,645; almost all of which was sent to Great Britain. In the same year there were 92,181 chaldrons of coal exported.

The vessels built in 1851, were 27, of the aggregate tonnage of 9,680 tons; and in 1853, there were 21 built, making together 5,884 tons; twelve of these were sold in Great Britain, and the value of the whole number was £54,904.

The value of the merchandize entered at the port of Pictou during the year 1852, was £43,597; of which £17,610 was from Great Britain; £6,359 from ports in British North America; and £19,602 from the States.

In the same year, the exports from Pictou were valued at £57,618, of which the worth of £13,056 was sent to Great Britain; £10,299 to North America; £33,761 to the United States, and the remainder to other countries.

Fisheries—Notwithstanding the facilities afforded by this county for the prosecution of this branch of industry, it appears by the Census of 1851, that the principal items in the catch of that year were 75 barrels of salmon, and 50 of herring; and in 1853, there were exported from the port of Pictou only 748 barrels of herrings, of the value of £554.

Although large quantities of land have been granted, and extensive improvements made in this county, there are still 120,000 acres ungranted. About one fourth of this or 30,000 acres, is fit for cultivation; so that 300 families could be located on 100 acres each. The principal part of the land capable of tillage is situate between Barney's River and St. Mary's settlement, in the eastern section of the county; and it is therefore easy of access from Merigomish harbor. This tract is clothed principally with hardwood, and is well watered, though somewhat stony. There are about 75,000 acres of the Crown Land lying near the sources of the East river, of which not more than seven or eight thousand are adapted for settlement; and as they are in detached pieces, they are therefore not so advantageous for profitable cultivation.

There are many other spots where good land could be procured; although recent fires have ravaged a large portion of this county, but in this as in most other districts where fire has spread, the land is generally poor, and the timber of inferior growth.

THE COUNTY OF SYDNEY

Is bounded on the west by Pictou; north by the Straits of Northumberland and Saint George's Bay; east by a part of the Gut of Canso; and on the south by Guysborough.

This small county is traversed by a ridge of lofty hills, being a continuation of the Cobequid chain, and has much undulating land. It possesses several small harbors on St. George's Bay, the principal of which is Antigonish; there are several rivers emptying themselves into this harbor, which drain a large extent of country. From Antigonish to the Gut of Canso there are some small streams falling into St. George's Bay.

From the general mountainous character of this county there is not much ungranted land fit for settlement. The soil is, to a great extent, very dry and meagre; and a great many of the inhabitants are merely squatters having no title to their lands. Still there are many fine settlements in the county; and there is a large flat tract of fertile land, bounded on each side by hills, running through its centre.

Sydney is divided into four townships—Antigonish, containing the shire-

town of the same name, Tracadie, St. Andrew's, and Arisaig. In 1837, the inhabitants numbered 7,103, and in 1851, they amounted to 13,467.

The population, which is principally composed of persons from the Highlands of Scotland, and their descendants, live chiefly by agriculture and fishing. The principal minerals hitherto discovered, are limestone and gypsum; the latter is beginning to be used in agricultural operations, and small quantities are exported.

Roads are either made or projected from Antigonish in every direction throughout the country, so that almost all its lands available for settlement will have the advantage of highway communication. In 1851, there were 69,370 acres of improved land, and 2,113 farmers within the county.

The number of schools in 1851, was,	46
And of pupils,	1,348
In 1852, the schools were	55
And the scholars numbered,	1,642

The commercial returns are as follows :—

	Imports.	Exports.
1852.		
Antigonish,	£435	£7,520.
1853.		
Antigonish,	593	5,238

THE COUNTY OF GUYSBOROUGH

Is bounded on the north east by Chedabucto Bay, and the Gut of Canso; on the north by Sydney and Pictou; on the south west by the county of Halifax; and on the south east by the Atlantic.

Milford Haven is the largest harbor of this county in Chedabucto Bay, which contains some others of a smaller size. There are a great many on the Atlantic coast, the principal of which are Canseau, a good harbor, Whitehaven, Country harbor, also good, St. Mary's Bay, Liscomb, and other harbors.

The subdivisions of the county are, Guysborough, the shire-town, Manchester, and St. Mary's.

There are about 304,000 acres of ungranted land in this county, of which about 80,000 are fit for cultivation; and about 35,000 are good timber land; the remainder is almost all barren and unfit for settlement. The greater part of the available lands, according to the report of William Hartshorne, Esq., principal deputy surveyor of the county, lie as follows:—near the St. Mary's river, 30,000 acres; between Salmon river lakes and the county of Sydney, 20,000 acres, this is a superior tract, and if roads were made through it, would soon be settled; between the Gut of Canso and the river at the head of Milford harbor, there are about 15,000 acres; and about 15,000 acres between the back lands of Salmon river and the Atlantic. There are also several detached pieces of land throughout the county well worth cultivation. There are nearly 100 squatters on the public lands of this county.

Until recently, farming has not been carried on with much spirit in this county; fishing having been the principal pursuit of its inhabitants. That portion bordering on the Atlantic and the south side of Chedabucto Bay, is, with few exceptions, very rugged and rocky; while there is a ridge, including the good lands above described, extending from the southerly entrance of the Gut of Canso, through the centre of the county to its south western

extremity. Here four or five hundred families could speedily be settled on lands that are well adapted for cultivation. Notwithstanding the inattention formerly paid to agriculture, there are several fine settlements in the county, and limestone is abundant. The early settlers in Guysborough were loyalists from the States and disbanded soldiers. Its population in 1827, was 5,657, and in 1851, it contained 10,838.

Roads diverge from the shire-town in various directions, but new ones are much wanted in order that the large tracts of land capable of cultivation may be made available for settlement.

In 1851 this county contained 11,510 acres of improved land, and 2,113 farmers, with about an equal number of fishermen.

The number of schools in the same year was,	43
And of pupils,	1,026

The following figures will shew the state of its commerce in the years specified:—

1853.	Exports.	Imports.
Guysborough,	£2,203	£2,807
Canso,	6,646	9,895
1852.		
Guysborough,	2,174	1,196
Canso,	7,046	7,350

THE ISLAND OF CAPE BRETON.

General description and sub-divisions.

This valuable Island, called by Vezazzani, Isle du Cape, and by the French, Isle Royale, lies between 45° 27' and 47° 2' North Latitude, and 59° 47' and 61° 37' West Longitude; its extreme length being about 110 miles, and its greatest breadth about 90 miles. Its seaboard is surrounded by numerous small islands, and its surface, exclusive of water, comprises about 2,000,000 acres.

This island is divided from Nova Scotia proper by the Gut of Canso, which in some places is not more than three-fourths of a mile in width, while in others it is more than double that distance. On the north of this strait it is also bounded by St. George's Bay, and on the south by Chedabucto Bay, both lying between the island and Nova Scotia. The widest part of the Straits of Northumberland separate the western coast at Cape Mahon from East Cape in Prince Edward Island by a distance of about thirty miles. The most northerly point, Cape North, is about ten miles from St. Paul's Island, and about fifty from Cape Ray in Newfoundland. The submarine telegraph cable intended to connect Newfoundland with the American continent is proposed to be laid down either between these two points or to Prince Edward Island, as the managers of the Company may hereafter determine. Cape Breton now possesses a similar connection with Nova Scotia proper, and through that Province to the States, New Brunswick, and Canada by a line already complete, spanning the Gut of Canso.

The Island of Cape Breton, an historical account of which will be found at the commencement of this chapter, was annexed to Nova Scotia in 1763, immediately after its final surrender to Great Britain; it continued so united until 1784, when it was established as a separate colony. In 1800 a number of families emigrated thither from Scotland. It made but slow advances

during this period, and in 1820, it was re-united to Nova Scotia, of which it still forms a part. The climate differs but little from that of its neighbors, Nova Scotia, or Prince Edward Island. About one half of its area, or 1,000,000 acres, is highly fit for cultivation, and produces all the varieties of food for man or beast, common in the other lower Provinces.

Cape Breton is highly favored in respect to its water communications; its eastern shore is washed by the Atlantic, with excellent harbors, accessible at all seasons of the year; its northern extremity protrudes into the Gulf of St. Lawrence; while the Northumberland Straits and the Gut of Canso are respectively its western and southern boundaries, forming a sea coast of no less than 300 miles, the whole of which is indented by numerous harbors, many of them of first rate importance. Internally it is literally a net work of streams and lakes; and it is separated into two parts, with the exception only of a narrow isthmus of 767 yards, by the Bras d'or Lake, (pronounced Bra dore) and two of its outlets, bearing the same name, having large arms or extending into each of the two peninsulas into which the island is thus divided. This sheet of water extends nearly 60 miles from the Atlantic coast to St. Peters' Bay, with which it is about to be connected by a canal across the narrow neck of land before mentioned. This work has long been considered a great desideratum to the fishing and mineral, as well as to the agricultural interests of the island; and the depth of water in all parts of the chain of lakes, forming the Bras d'or, is sufficient for ships of the largest burthen. The practicability of the undertaking will be best shewn by the following extract from a report made by Capt. Barry of the Royal Engineers, to the government of Nova Scotia, in 1853, in which he says, "The greatest depth of cutting to bottom of canal is fifty-seven feet, and it will generally have thirteen feet water in it, * * * and be navigable for the passage of vessels drawing from nine feet to eleven feet six inches of water." The difference between the surface of the water of the lake, and that of high water at spring tides in St. Peters' Bay is only two feet, the latter being the highest. The dimensions of the canal proposed by Captain Barry, are as follows: "width of canal at ten feet, deep 20 feet; slopes about one and an half to one, depth of water 13 feet, width of canal at water line 50 feet, lock, length 120 feet, lock opening of gate 22 feet. These dimensions, I consider, ample for the accommodation of any vessel, employed in the fisheries and coasting trade of the Province."

He proposes to construct the principal part of the works with bricks, for the manufacture of which there is abundance of the best clay on the spot. He estimates the whole cost of forming the canal at £17,751.

The Nova Scotia Legislature in 1852, passed an act guaranteeing three and an half per cent on the capital employed by any Company who would complete this desirable work up to about three fourths of the estimate; this guarantee to cease as soon as the proceeds of the canal should amount to this per centage over and above the working expences.

The surface of this Island is much diversified, presenting, especially towards the north a strong contrast with its insular neighbor, Prince Edward Island. In that part of Cape Breton the coast is bold and rocky, some of the hills almost assuming the character of mountains, and rising to the height of 1000 feet, while their sugar loaf form presents from the sea a very picturesque appearance. The southern border is more flat and undulating.

About ten miles north easterly from Cape North, the northern point of

Cape Breton, and in a direct line between that Cape and Cape Ray, Newfoundland, is situate St. Paul's Island, a most dangerous rock, on which thousands of lives are said to have been lost. This rocky islet stretches in a north and south direction for about three miles, it is very narrow, and has a Light House, 140 feet high, on each extremity. It has long been the dread of mariners, and is surrounded by a depth of water of from 20 to 40 fathoms.

In 1853, a survey of the northern and western sections of Cape Breton, from St. Ann's Bay to the Gut of Canso, was made by direction of the Government, by J. R. Forman, Esq., with the view to the improvement of the harbors on this part of the coast. From the whole tenor of the able report made by this gentleman, it appears that their permanent improvement cannot be effected without a large outlay of capital.

With reference to the general character of the island, Mr. Forman says, that, "any person of observation, visiting the Island of Cape Breton, cannot but be struck with surprise at the vast natural resources every where exhibited. The mineral deposits seem to be without limit; the inland navigation, with reference to the extent of country, unparalleled; the soil in many places of the most fertile description; and its fisheries are unsurpassed by any in the world. Unfortunately, however, capital and skill, the great desiderata necessary to bring into full operation these beautiful gifts of nature, are not there; the day must, however, come when this island will hold a position of no secondary importance, and become capable, not only of supporting a much larger than the present population, but also by its exports supplying the wants, and conducing to the comforts of the inhabitants of other countries; and the improvement of its harbors will be no unimportant step to bring about this result."

The crown land on this island is very extensive, and much of it highly capable of profitable cultivation; it is estimated, however, that full one half of the settled lands have not been granted, the people merely living there as squatters, and not real owners of the soil.

Civil divisions.—This island is divided into four counties; the names, geographical position, and character of which are as follows:—

Inverness, stretches from near the centre of the Gut of Canso along the whole north western section of the Island, and has a length of over 100 miles with an average breadth of fifteen. The shire-town is Port Hood. The lands in many parts of this county is of a high order for agricultural purposes, and there are numerous thriving villages and settlements along the bays and rivers of its sea girt boundary. Large tracts of the best land along the shore have been granted; but it is calculated that there are nearly 40,000 acres of good land, fit for settlement, still in the hands of the Crown. About 500 of the settlers are mere squatters, without title to the lands they possess.

This county has no fine harbors with the exception of the Gut of Canso, which has a depth of water varying from 14 to 54 fathoms.

The border of the Strait as far as Port Hood is principally settled by families from the Highlands of Scotland, among whom the Gaelic is much spoken; northerly as far as Cape Mahon, the people are of a mixt origin; at Margarie, 50 miles north of Port Hood, and thence to Cheticamp, where there is a Jersey fishing station, the inhabitants are mostly descendants from the Acadian French. Still further to the north, though the hills assume a majestic appearance, the soil is more meagre and rocky and the settlements are few and far between.

Victoria.—This county, whose principal town is Bedeque, lies for the most part north of the Bras d'or waters and is bounded on the north west by Inverness, and on the east by the Atlantic. It presents the same varieties of soil with the county we have just described. The best land is found skirting the streams, most of that on the sea shore being unfit for cultivation. Fishing and farming, but principally the former, are the chief occupations of the inhabitants of the north eastern portion of the county. From Cape North to St. Ann's Bay, the coast is bold, and in many places the rocks overhang the sea, making the navigation somewhat precarious; it is but thinly settled. St. Ann's Bay has a depth of seven fathoms, and is a safe harbor, easy of access; the soil along its borders is well fitted for cultivation. A short distance south of this harbor, and of which it almost forms a part, is the entrance to the great Bras d'or, which has from 30 to 40 feet of water; this is the main channel leading to those curiously formed sheets of navigable waters washing the interior of the island. A little further to the southward lies the lesser entrance of the same name, which, though having 60 fathoms water within, is too shallow at its mouth to admit vessels of any considerable burthen. These two passages are separated by Boulardrie, or, as called by Captain Bayfield, Borilactria Island, which, as well as much of the surrounding country, belongs to the coal field; there are also limestone, freestone, and salt springs in the vicinity. A part only of this island is attached to Victoria county.

There are a great number of persons settled in this county under location tickets, obtained by them previous to the removal of the Crown Land Office from Cape Breton to Halifax; and in many instances they appear to consider that time has ratified their claims to the lands they possess. The interior is almost all a dense wilderness of which little is known.

The island of Washahok, situate at the head of the two Bras d'or outlets, forms a part of this county.

The County of Cape Breton is bounded on the north-west by the county of Victoria, and the waters of the Bras d'Or; on the north east and east by the Atlantic; and on the south-west by the county of Richmond.

A part of the Boulardarie, or Borilactria, island is within the limits of this county, as is also Scatarie island. A large portion of the county is washed by the Atlantic, as well as by the inland chain of lakes. Sydney is the shire-town, and is situate on a peninsula within the harbor of the same name; at its extremity are barracks, together with a battery and block-house, where a few soldiers are usually stationed. A short railroad runs from the coal mines to the place of destination.

Communication is constantly kept up between this town and the other villages in the harbor, and also periodically with Halifax, by steamboats. The harbor has not less than five fathoms of water in the shallowest place; and from this circumstance, no less than from the other advantages it possesses, it must speedily become a place of importance. Among other elements of improvement may be enumerated the agricultural capabilities of the surrounding districts, and the advances they are making in that respect; the extensive coal deposits, and the vast quantities of that mineral annually shipped; as well as the facilities presented for the prosecution of the fisheries, and other branches of commerce.

Mire' Bay has a depth of from six to sixteen fathoms of water. The entrance to the river of the same name is shallow; the latter has its rise about forty or fifty miles in the interior of this county.

The island of Scatarie, which is the most easterly point of Cape Breton, consists of poor barren land, and is the scene of numerous shipwrecks; a light house has been erected on its eastern point. Gabarus Bay has sufficient water for vessels of the largest class. This section of the county was originally settled by a number of American loyalists, who, with their descendants, have done much for the improvement of this part of the country. The soil from this harbor along the sea-board to the westward is good for many miles.

The lands of this county are more undulating than those of the two last described; it comprises much fertile land, a large portion of which has been granted; but there are some extensive tracts of excellent quality still at the disposal of the Crown; but, as yet, the principal settlements are confined to the banks of the streams and harbors, the latter of which are numerous and good. The land along the internal waters of the county is also good, though as yet thinly settled.

Richmond, the fourth and last county, in the order of description into which this island is divided, is bounded on the north by Inverness, Bras d'Or Lake, and Cape Breton County; and on the south by a part of the Gut of Canso, Chedabucto Bay, and the Atlantic. There are a great many islands belonging to this county on the Cape Breton side of Chedabucto Bay, (of which St. Peter's Bay is an arm); the principal of which are Janurics' Island and Isle Madame.

The county is nearly divided by the isthmus already described between St. Peter's Bay and Bras d'Or. Its townships are Arichat, the shire-town, situate on Isle Madame, and Lenox, Maitland, and Hawksbury.

From a report made in 1854, by Thomas Grumley, Esq., the principal county surveyor, there appears to be 90,000 acres of first rate soil in the county, and 45,000 of second rate, exclusive of the Isle Madame. This is a flourishing island, and Arichat enjoys a considerable coasting trade.

Richmond, like Cape Breton county, is generally flat, with a soil capable of cultivation. The most valuable tracts border on the streams and other inland waters, and on the Bay shores. Coal is known to exist in this county; also, limestone and gypsum are abundant. Many of the descendants of the Acadian French, the original inhabitants, still remain in it.

The inhabitants of Cape Breton, being descendants from the Scottish Highlanders, with the exception only of the remnants of the Acadians and some few loyalists and families of various origin, are a hardy, industrious race of people, and make excellent settlers. They are principally Presbyterians and Roman Catholics.

The history of this island must always remain a matter of deep interest to every British subject, but more especially to the inhabitants of British North America. We have already noticed its geographical position between the Atlantic and the Gulf of St. Lawrence, which, with its great, though hitherto unknown or unappreciated intrinsic worth, must, ere long, make it one of the principal commercial resorts and centres of trade in these northern waters.

To the French its value was well known, as the enormous expenditure on the fortifications of Louisburg, and the struggles they made to preserve it, abundantly prove. It was, indeed, the capital of what are now known as the Lower Provinces, and it cost the bravery and military skill of Britain's ablest commanders to reduce and dismantle it, in the years 1745 and 1758.

If we look at Louisburg in its present state, we are struck with the con-

trast it presents to the accounts we have of its ancient grandeur. The harbor, once crowded with vessels, comprising a large portion of the navy of France, scarcely contains a single sail. Its lofty walls, once bristling with cannon, which environs the fifty acres on which the town stood; the busy and crowded city itself, with its cathedral, chapels, hospital, nunnery, brewery and theatre; its government and public buildings; its portcullis, bomb-proofs, magazines, and other defences, have all passed away, and their only memorials are a few mounds covered with herbage; the formidable fortifications at the entrance of the harbor are mere grass-covered hillocks. The island at the entrance, on which a strong battery was placed, is now encroached on by the sea. The remains of the foundations of many of the strongholds and public buildings are still visible; and we may trace, in the midst of a bog on which the town was built, and by which it was surrounded, the breastwork, at about 400 yards from the citadel, thrown up by the besiegers previous to its capture. Bombshells, cannon balls, cannons, and other arms, are frequently found, together with fragments of the human frame; and these are all that is now left to mark the position of ancient Louisburg. At this day, the harbor is scarcely numbered among the sea-ports of the island; and the site of this once strongly-fortified and flourishing town is inhabited by a few families, who raise part of their subsistence upon its ruins, while they derive the remainder from their pursuit of the finny tribes of the deep. Such is often the fate of places once notorious in history.

Roads and Emigration.—This island would afford room for an extensive emigration, if its valuable lands were rendered accessible by roads. Heretofore, all its settlements have been confined to isolated spots along its sea-board and inland waters, while a large portion of its lands, well fitted for the plough, are still without communication. It is true that it would be difficult to find a country so well provided with water facilities as this is; but although such a pathway may be found very advantageous, still, as every storm troubles its surface, it becomes necessary that other means of transit and conveying information should be found—that roads, and, in the present day, telegraphs also, should be constructed.

Although the settlements are not in all places continuous, they are generally connected by roads running along the shores of the sea and inland waters, and in many places, across the country to the Bras d'Or. There is also a connection formed from Sydney and other places on the island to the continent by means of the submarine telegraph.

In addition to the amount of labor performed on the roads by the inhabitants, there are large appropriations annually made by the Nova Scotian Legislature for their extension and improvement; and as new settlements form, this encouragement is increased.

The commercial character of the island was realized, to a greater extent, when it was in the possession of France, than it has been since; and there is little doubt but that, had it continued a French colony, it would have presented an aspect, at this day, worthy the imitation of the neighboring Provinces. It is said, indeed, that that nation employed 600 vessels in its fisheries, and annually exported 5,800,000 quintals of fish; which, as well as many other facts we have referred to, evidently shews the estimation in which it was then held.

The population of Cape Breton, in 1837, was as follows :

County of Cape Breton,	} The only counties into which the island was then divided, }	14,111
“ Inverness,		14,099
“ Richmond,		7,203

Total, 35,413

In 1851 the numbers ranged as follows :

Inverness,	16,917
Richmond,	10,381
Cape Breton, }	27,580
Victoria, }	

Total, 54,878

Shewing an increase of 19,465 souls in fourteen years.

In 1828, there were exported from Arichat, 39,200 quintals of cod, and 12,559 barrels of pickled fish. In 1848, the whole value of fish exported from Cape Breton was £75,000.

The imports and exports from the ports of Sydney and Arichat in the year 1844 were as follows:—

	Imports.	Exports.
Ships,	989	1,038
Tons,	71,585	73,256
Value, sterling,	£81,181	£128,708

In the same year 47,926 chaldrons of coal were exported.

The total number of vessels which entered inwards at the various ports of this island, in 1850, was 508, of the gross amount of 47,661 tons; and outwards in the same year, 405 vessels of the gross burthen of 36,468 tons.

The value of imports during the same year was £34,369 and of exports £84,725.

In 1853, the value of imports and exports is shewn as follows:—

	Imports.	Exports.	No. of ships.	Tonnage.
Arichat,	£13,520	£27,911	6	699
Port Hood,	697	3,073		
Sydney,	18,309	45,912	9	872
Totals,	32,526	76,896	15	1,571

The trade of Cape Breton having been incorporated with that of Nova Scotia proper, the above table does not by any means exhibit its present imports and exports.

There were in 1851, 5,884 farmers; 2,669 fishermen; and 74 lumbermen; the inhabited houses were 8,147, and the families 8,556. The improved land numbered 161,320 acres; horses 6,416; cattle 46,937; sheep 52,114; swine 7,651; bushels of wheat raised 46,388; barley 46,993; oats 373,317; buckwheat 892; Indian corn 314; potatoes 204,851; turnips 37,978; pounds of butter made 695,036; and 73,649 pounds of cheese. There were also raised in the same year 39,689 tons of hay.

The saw mills were 30; grist mills 75; steam mills 2; tanneries 14; foundries 1; carding mills, &c. 6; and yards of cloth made 196,188.

The numerous harbors and extensive inland navigation afford great facilities for shipbuilding; and this branch of business, besides the agricultural products, fisheries, and coal trade, render Cape Breton a most important appendage to Nova Scotia.

Religious Denominations in 1851.

Clergymen, 34; adherents to Episcopalian Church, 2,970; Presbyterians, 19,333; Roman Catholics, 27,061; Baptists, 840; Methodists, 865.

Education.—In 1842, there were 124 schools, attended by 4,179 pupils; and in 1851 there were the same number of schools, attended by about 3,000 pupils. But in 1852 the schools numbered 190, and the pupils 5,600. These last statistics manifest a marked increase, while those of 1851 show the then depressed state of the country, both in a commercial and agricultural point of view. There is an academy at Arichat, affording philosophical education.

A weekly newspaper is published at Sydney, called the "Cape Breton News."

SABLE ISLAND.

This low, sandy Island, known in the early history of this Province by the abortive attempt at colonization, made upon its inhospitable shores by the Marquis de la Roche, in 1598, has its eastern extremity in lat. $43^{\circ} 59'$ north, and long. $59^{\circ} 46'$ west. It is shaped somewhat like a bow, and is in length twenty-five miles, and about one mile and a fourth in breadth. Its position is eighty miles southerly of Nova Scotia, and nearly in the track of vessels to and from Europe. The western end of this island, for upwards of two miles, has been washed away by the sea, while additions have been made, by the same mighty agent, to other parts of it. It is extremely dangerous to mariners, especially as its north-eastern bar extends about fourteen miles. At thirteen miles, it has six fathoms of water, while at the fourteenth there are ten, and a short distance outside, 170 fathoms.

A light house should be erected on some part of the island; at present, there is an establishment maintained on it, at a cost of £1000 per annum, defrayed partly by Nova Scotia, and partly by Great Britain, by which a vast amount of life and property is saved.

Notwithstanding the narrowness of this island, there is a lake, about fifteen miles long, by about three-quarters of a mile wide, extending along its centre, and known by the name of *Lake Wallace*, around which grow large quantities of wild grasses and cranberries; of the latter, £107 worth were exported in 1853. It has also been famed for the numbers of wild cattle and horses with which it abounds, and which subsist upon the natural grasses. Two cargoes of these horses, which are well known as Sable Island ponies, were sold in 1853 in the United States for £173. This sum, and the produce of the cranberries, assisted in supporting the establishment before mentioned. Every possible aid is afforded by the resident and his assistants to those who may be wrecked on the island, most of whom, previously to this measure being adopted, were either drowned, or perished from starvation. Life boats, with complete outfits, were presented to the establishment by the philanthropic Miss Dix, which have greatly added to its utility in succouring vessels in distress. The same lady also forwarded about 500 volumes of selected books for the use of the persons thereon.

The soil and climate of this island are not congenial to the production of food for man; but its vicinity contains abundance of mackerel, cod and other fish, and there are good facilities for taking them. Recently, schooners up to 100 tons burthen have done a profitable business in these fisheries, and the opening the American market will probably cause a considerable increase.

PRINCE EDWARD ISLAND.

GEOGRAPHY.

This island is situate between $45^{\circ} 56'$ and $47^{\circ} 4'$ north latitude, and between 62° and $64^{\circ} 25'$ west longitude. It lies in the Gulf of St Lawrence, and is in the form of a crescent. Its length is about 134 miles, and its greatest breadth 34 miles; in its narrowest part, which is near the centre, it is only about four miles wide. Cape Traverse, on the south side of the island, is nine miles from Cape Tormentine and on the west it is fourteen miles from Richibucto Head, both the latter being in New Brunswick. In consequence of the numerous and deep indentations of its coast, there is no part of the island more than seven miles from tide water.

Hillsborough Bay, which is the second harbor in the island, has a depth of from 15 to 40 feet of water; its entrance is between St. Peter's island and Point Prim, and is about half a mile in width. We may here remark that, from the peculiar geographical character of this island, there are no rivers of any magnitude, its inland waters are almost arms of the sea, though many of them are called rivers, which do not extend far into the country.

Hillsborough Bay receives numerous streams, the principal of which are Eliot, York, and Hillsborough. On a peninsula formed by the junction of the two latter stands, Charlottetown, the capital of the Island. The last named river is navigable for large class vessels above the town, and takes its rise near St. Peter's Bay, on the opposite or northern coast.

The only features worth noticing between this harbor and Bedeque Bay, are, Tryon cove, Cape Traverse, before referred to as the point from which the mails are carried during winter, and Carlton Head. *Bedeque Bay* has a depth of from five to seven fathoms of water, and will admit vessels of 400 tons, but the channel is narrow and winding; the stream falling into it, of which *Dunk river* is the principal, are not extensive. It is only four miles of a flat country between this bay and Richmond Bay on the opposite side of the island, so that a passage might be easily made for ships, which would be of no little importance to the Gulf trade.

Egmont, or Halifax Bay, is a large estuary, with good anchorage in from six to seven fathoms water; it is very shoal at the head. The mouths of Percival and Enmore rivers falling into it, are obstructed by sand bars. The surrounding country is very flat, and there are about 2,000 acres of marsh land in the vicinity. Cape Egmont lies to the south west of the harbor, and West Point and Cape Wolf to the north of it.

From this cape to the northern extremity of the island, the shore presents rocky cliffs, does not vary much from a straight line, and is without harbors.

North Cape or Point, is the most northerly part of the island; there are excellent fishing grounds in its vicinity.

Holland Bay, or Casumpeque Harbor, is the most western harbor on the north side of the Island. It has a bar with about eighteen feet of water at high tides, and there is a light house on a point near the channel. Sand hills extend nearly parallel to the shore off this harbor, and as far as Richmond Bay, at the distance of one and a half or two miles; boats can pass the whole distance between these mounds and the coast; and in many places, there are channels deep enough to admit vessels. The harbor and anchor-

age are good, and though the land is but little elevated above the tide water, large class vessels can lie alongside the wharf.

Richmond, Bay or Malpeque, is a spacious harbor and bay with a depth of 17 feet water on the bar; the sands forming it extend over a mile from the shore. Fishery Island is situate at the mouth of the Bay; and forms two entrances, the eastern being the largest and best channel; vessels may lie in this harbor in perfect safety. The village of St. Eleanor's is situate at the head of this Bay.

Granville, Harris, Hannington, Bedford, and St. Peter's Bays, and *Savage Harbor*, are all bar harbors, and only accessible for small vessels; *St. Peter's Bay*, which is a narrow indentation of the shore, being the only one in any way remarkable. The remaining part of this coast, until we arrive at East Cape, forms nearly a straight line, without any navigable inlets.

The east Cape forms the extremity of the island, and between it and Cardigan Bay or Three Rivers, are *Colville, Fortune, Home, and Broughton Bays*, all of which are shallow estuaries, capable only of admitting small sized fishing vessels.

The entrance to *Cardigan Bay* has *Broughton* island on the east, and *Panmure* island on the west. The harbor is safe, spacious, and easy of access for whole fleets of large class vessels. *Cardigan, Brudenell* and *Montague Rivers* have their outlets in this bay; in the former there is from three to six fathoms of water, and in the two others from two to four fathoms. *George Town* stands on a peninsula formed by the junction of *Cardigan* and *Brudenell Rivers*, and is a place of some trade where large vessels can load or discharge their cargoes; it is much resorted to by the American fishermen. It has no bar, is the longest, open in the fall, and may be considered the best harbor in the island.

Murray Harbor lies to the southward of *Cardigan Bay*, and close to the northward of *Bear Cape*; it is studded with islands, and is narrow and difficult of access, with but two fathoms of water. Between this and *Ulliborough Bay* there are no harbors, but several reefs and rocks, which render this part of the coast dangerous to shipping.

New Glasgow is a small harbor merely noticable in our survey of the coast.

Though from the narrowness of *Prince Edward Island*, there are no rivers of any magnitude, yet from its configuration, almost every section of the county is favorably situated for commerce, and the prosecution of the fisheries, so much so that we know of no place in *British North America* possessing greater advantages.

The tides and currents are somewhat irregular; the latter are often known to run for many days from west to east along the north shore, and vice versa, while the tide rises from three to five feet. These phenomena together with the storms prevalent in the *Gulf of St. Lawrence* are the cause of so many of the harbors, especially on the north side being so much obstructed by sand bars.

HISTORY.

Whether this island was actually visited by *Cabot* or not, is a matter of some uncertainty. Some allege that this navigator discovered it on *Saint John's day*, in 1497, and that *Vevazzani* subsequently re-discovered it; neither of which, from the various accounts given of the courses pursued

by these navigators, would appear to be correct. At this distant day, it may be difficult to settle this point; but there is no doubt but that both England and France, claimed it by right of discovery, the latter calling it a part of ancient Acadia; and as long as the French possessed Canada and Cape Breton, they esteemed it as a source from whence they could derive supplies for their garrisons at Quebec and Louisburg, as well as on account of the valuable fisheries on its coasts; for these reasons it was termed the granary of North America.

In 1663, the Island was granted to a Frenchman named Seuev Doublet; and it afterwards became the rendezvous of a number of French families who were dissatisfied with the English rule. It was captured by the New England forces in 1745, but was restored to France by the Treaty of Aix la Chapelle; and after the second reduction of Louisburg in 1758 it became by treaty, permanently attached to Great Britain in 1763. At this period it was said to contain a population of from 4 to 6,000 inhabitants, who had large stocks of cattle, and some of them were reported to send 1200 bushels of wheat to market. After the subjugation of the island to Great Britain, these people continued disaffected to its government, in consequence of which they were doomed to the same proscription as their countrymen in Nova Scotia. Some were sent to Canada, and others to the old Colonies; so that, in 1770, it is said that there were only 150 families on the island.

In 1767, after numerous foolish and abortive plans had been proposed for its subdivision, disposal and settlement, one was ultimately determined on, which does not appear to have been much wiser in some of its provisions than these which were abandoned. About this time a division of the whole island was made into sixty seven townships or lots, of 20,000 acres each, comprizing 1,360,000 acres. This extensive tract was conveyed, with the exception of some reservations, to officers, and other individuals, who had some claims, or supposed claims, on the Crown, by lottery. The grantees were bound to settle on the island and to introduce a certain number of settlers within ten years from that date. This allotment has no doubt been productive of some serious evils, which were probably not contemplated at the time the arrangement was made by the Imperial Government.

An absentee ownership was thus in effect established on the island, as the condition of residence was fulfilled in but few instances; and this, while it has had some good effects, has produced much evil. Several of the grantees have from time to time sent out colonists, and have otherwise promoted the settlement of the country—not however parting with the fee simple of the lands, except perhaps in some few instances, but granting leases varying as to time from 21 to 999 years, at reserved rents, according to the value and situation of the land.

From lapse of time, most of these lots have changed hands, and the system of letting has been varied, that however generally pursued is to fix the term at 999 years, the first year, or oftener the two first, being rent free, for the 2d and 3rd, or 3rd and fourth, three-pence per acre per annum, is paid; for the two next six-pence; for the 6th and 7th, or 7th and 8th, nine-pence; and the full rent of one shilling per annum for the remainder of the town; the tenant paying all taxes. In some townships a higher ultimate rent is required; and others refuse to grant long leases on any terms, while some make different arrangements for the disposal of their lands. The above scale may, however, be taken as the general rule, and in most cases, the tenant may redeem his rent, and become owner of the fee at twenty

years purchase of the rent. Where the situation possesses any peculiar advantage, such as a site for a ship-yard, or where a town or village may be proposed, higher rents are asked and readily obtained. The taxes to which these island lands are subject, are, first, the land tax of two shillings and six-pence per one hundred acres on all improved lands, and five shillings on the same quantity of wilderness lands; and secondly, an additional school tax of four shillings and two pence per 100 acres in all lands—making in the whole six shillings and eight-pence on cultivated, and nine shillings and two-pence on wild lands.

There has been much discussion as to the comparative advantages or disadvantages of the system thus pursued, with reference to the settlement of the country. Without entering into this question, we may observe that the emigrant of very small means may thus settle on a farm, without running into debt, and reserve his little capital for subsistence and the improvement of his lands *where the rents are redeemable*, he may acquire the fee simple as soon as he has the ability. The progress of the island, with regard to population and exportable produce, has been greater than that of either of the neighboring continental provinces, and this tends to shew that the objections to the plan are not so important as many of its opponents contend. Absenteeism is, however, no doubt, a great evil to any country, especially to one poor and newly settled.

Until 1770, this Island formed a part of Nova Scotia, at that time Mr. Paterson was appointed its first governor; and in 1773 the first House of Assembly was called together. It differed but little, in its constitution, from that of the present day; except that, recently, what is called, "Government by heads of departments" has been adopted, making the ministry as well as the house, dependant on the will of the people, and coupling constitutional government on a small scale, with the landlord and tenant system. Previous to the representative plan being adopted, a number of the Acadians had returned, and many new settlements were formed.

On the accession of General Fanning to the Governorship in 1789, contests arose between the proprietors and the settlers, which were ultimately settled, at least in a great measure, and the country has since been prosperous.

Much inconvenience having arisen from this island bearing the same name with several other places in the circumjacent colonies, it was changed by legislative enactment, in 1799, to the name it now bears, in compliment to the late Duke of Kent.

In addition to the accessions to its population by the return of many of the Acadians, and by small parties who emigrated about the same time, from the Highlands of Scotland, there was in 1803, a fresh impulse given to the colony by the Earl of Selkirk, who brought over and settled about 800 Highlanders, who under his judicious management, soon became very prosperous.

From this period, there is little worthy of notice in the history of the Island, except that great differences have arisen between the House of Assembly and the proprietors on the subject of escheats;—the former contending that the terms of the original grants have not been strictly complied with, and that, thereupon, the grants have become forfeited; and that as the Imperial Government, in 1850, relinquished all their territorial rights to the Colonial Legislature, this right of escheat has passed to them. Attempts have been made to enforce it, but the Colonial Office having expressed a

strong opinion against the claims, they have been pretty nearly abandoned.

Another important question has arisen from a clause in the original grants, reserving 500 feet for high water mark along the shores for the purposes of the fisheries.

In testimony of the scientific attention paid to the surveys of the Island, and the accuracy of the instruments employed, provision has been made by legislative enactment (in 1809) for the establishment of a *Meridional line* near Charlotte Town, by astronomical observation, marking it out by fixing three stones of sufficient height and dimensions, and at suitable distances apart, having the variation and year accurately engraved thereon; and all surveyors are required once a year to regulate and rectify their instruments by this line, in the presence of the Surveyor General. And by 9th Vict. chap. 20, it is directed that a line shall be run in an east and west direction, at right angles with the north and south line; so that surveyors using the magnetic needle, are provided with every facility for testing the accuracy of their instruments. Thus this Colony is far ahead of its more populous and wealthy neighbors, with respect both to the location of its lands, which were originally laid out in a systematic manner, and the facilities for uniformity in its surveys.

The Government of the Island have, in 1854, purchased 80,000 acres of land, at the price of £24,000 currency, around St. Peter's Bay in the County of King's; which they propose selling in small lots to purchasers, at from five shillings to twelve shillings and six-pence, currency, per acre; twenty per cent. to be paid down, and the remainder by instalments bearing interest.

CIVIL DIVISIONS, AND POLITICAL DEPARTMENT.

Prince Edward Island has a population of about 70,000, and is divided into three counties, called Prince County, Queen's County, and King's County; each of which is sub-divided into parishes, besides the more recent distribution into electoral districts.

Prince County is situate in the north-western section of the colony, bounded by a line running across the Island, from near Crapaud to the eastern side of Richmond Bay. The shire-town of this county is Prince Town, though St. Eleanor's is the actual capital.

Queen's County is bounded on the west by Prince County, and on the east by King's, from which it is divided by a line running from near the Wood Islands to the easterly side of St. Peter's harbor, being the central county, and having Charlotte Town for its capital.

King's County is situate on the east end of the Island; its capital is George Town.

Note.—The two lines separating these counties are projected from the Straits of Northumberland to the Gulf of St. Lawrence.

The several counties are divided into parishes, lots or townships, and electoral districts.

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Parishes.	Prince County. Lots.	Electoral Districts.
North Parish.	1	District No. 1, including Savage Island, returns <i>two members.</i>
	2	
	3	
	4	
Egmont.	5	
	6	
	7	
	8	
	9	
Halifax.	10	
	11	
	12	
	13	
	14	
Richmond.	15	District No. 2, with the islands in Richmond Bay, returns <i>two members.</i>
	16	
	17	
	18	
	19	
St. David's.	25	District No. 3, including Indian Island, returns <i>two members.</i>
	26	
	27	
	28	

Prince Town Royalty sends *two members.*

Thus this county is divided into five parishes and four electoral districts including Prince Town, and sends eight members to the Legislature.

	Queen's County.		
Granville Parish.	20	District No. 1, including Peter's Island, sends <i>two members.</i>	
	21		
	22		
	23		
	67		
Charlotte.	24		
	33		
	34		
	32		
	29		
Hillsborough.	30		District No. 2, and the adjacent island, returns <i>two members.</i>
	31		
	65		
	33		
	36		
Bedford.	37		
	48		
	49		
	50		
St. John.	57	District No. 3, with Governor's Island, returns <i>two members.</i>	
	58		
	60		
	62		

Charlotte Town Royalty elects *two members*.

The county also contains five parishes, and, with Charlotte Town, four electoral districts, returning eight members to the House of Assembly.

King's County.

East Parish.	{	43	}	District No. 1 sends <i>two members</i> .
		44		
		45		
		46		
		47		
St. Patrick's.	{	38	}	District No. 2 and Broughton Island sends <i>two members</i> .
		39		
		40		
		41		
		42		
St. George.	{	56	}	District No. 3, including the islands in Murray harbor and Panmure Island, sends <i>two members</i> .
		55		
		54		
		53		
		52		
St. Andrew's.	{	51	}	
		66		
		59		
		61		
		63		
		64		

George Town Royalty elects *two members*.

This county contains four parishes, with George Town, four electoral districts, and also returns eight representatives.

The sub-divisions of the whole Island are fourteen parishes, twelve electoral districts; and the House of Assembly consists of twenty-four representatives.

Note.—The parishes are not much referred to by the inhabitants, except in judiciary matters. The several localities are more generally distinguished by lots—as lot, 1, 2, &c.

Having thus given, in connection with the civil divisions, the electoral districts, and the number of members returned by each, we will proceed to lay before our readers an outline of the other departments.

Governors, and Administrators of the Government, since 1770.

1770—W. Paterson.	1836—Sir John Harvey.
1789—E. Fanning.	1837—Sir C. A. Fitzroy.
1805—Major Desbarres.	1841—Sir H. V. Huntley, R. N.
1813—Col. D. Smith.	1847—Sir Donald Campbell.
1823—Lieut. Col. Ready.	1851—Sir Alexr. Bannerman.
1831—Lieut. Col. Sir A. Young.	1854—Sir Dominic Daly.

The Executive and Legislative Councils each consist of nine members. As the respective duties of the members, as well as those of the different heads of departments, do not differ from those in the other colonies, the reader is referred to the article entitled "Political Department," in page 22 of this work.

Courts.—There are regular sittings of the Supreme Court held in the shire-towns. The Court of Chancery is still retained, though recently abolished by Nova Scotia and New Brunswick, where its powers and duties have been handed over to the Equity side of the Supreme Court. The island has all the courts peculiar to Colonial Government, but differs from its continental neighbors with regard to the mode of recovering small debts. For this purpose, district courts are established, presided over by commissioners, with a clerk to each court. For instance, in Queen's county there are seven courts, namely—one at Charlotte Town, with four commissioners; others at Rustico, New London, Crapaud, Stanhope, and Belfast, and one comprising lots 48, 49 and 50. In this county, there are eighty-six justices of the peace. The other two counties are divided in the same manner; King's has six places, in each of which commissioners sit, attended by their clerk, and sixty justices. Prince county has also six commissioners' courts, and twelve justices.

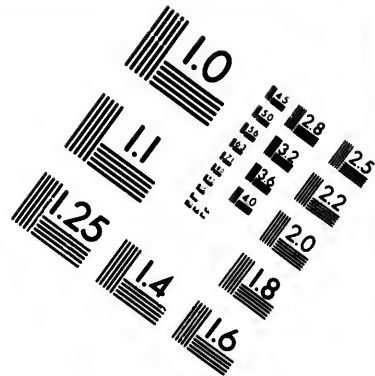
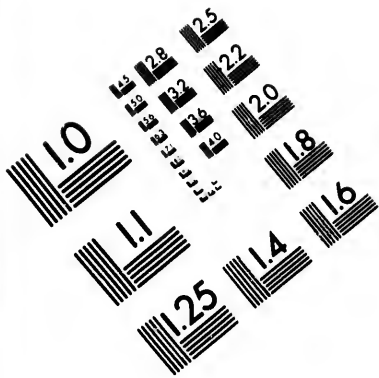
GENERAL DESCRIPTION.

In contrasting the physical features of Prince Edward Island with those of Cape Breton, the Atlantic coast of Nova Scotia on the Bay of Fundy shore of New Brunswick, it may be said to be a flat country, resembling that part of New Brunswick bordering on the Gulf. Still there are some hills, rising with gentle slopes, to the height of from 250 to 300 feet; and there are several ridges of moderately elevated land, extending through the more central divisions of the island; the rivers and streams in some places flow in deep ravines, but no where so abrupt as to preclude cultivation. The land between Charlottetown and Bedeque is somewhat hilly, but north to to Egmont and Richmond Bays it is very flat.

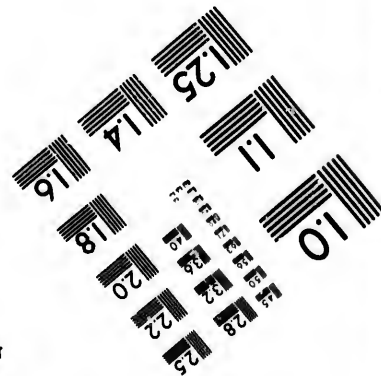
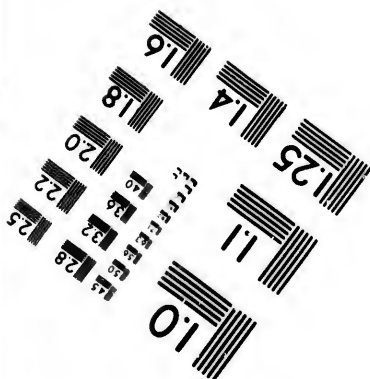
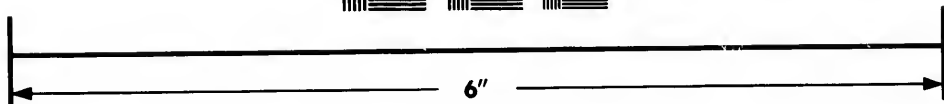
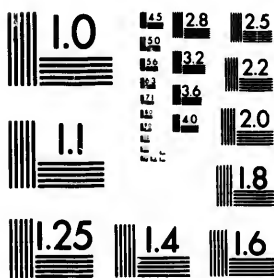
Though there are none of those lofty cone-like elevations which stud many parts of the continent, yet the greater part of the island is beautifully varied with undulating hills, winding vallies, and innumerable bays, rivers, or creeks, and small lakes or lagoons, with springs, affording an abundance of excellent water. Several of the streams are bordered near their entrance into the sea, with tracts of salt marsh, or deposits of marine and upland alluvium: there are numerous small peat bogs on the island, the largest is near Cas-cumpeque; these will become very useful hereafter by affording a supply of fuel, when the beautiful forests now clotting a large portion of the country, shall have given place to the plough: they might also be made available as a valuable source of manure.

The *Forest Trees* of the island are similar to those of the neighboring continent, consisting principally of maples, beech, birches, poplars, larch, spruce, cedar, hemlock, fir, and other kinds of trees, besides great varieties of shrubs, &c. Repeated fires, as well as the operations of the shipbuilder and lumberman, have made great havoc among the woods, and the time is less distant in this than with regard to either of the neighboring colonies, when the forests of the country will cease to supply its own wants. Indeed the soil of this island is too well calculated for the growth of agricultural produce for it to be allowed to remain much longer covered with its primeval forests; and when they cease to supply fuel, ship-timber, or lumber, the surrounding colonies will have abundance of coal and timber to meet these wants, and they will be glad to take the wheat, oats, and other grains for which its arable lands are so highly famed. It is estimated that three-fourths



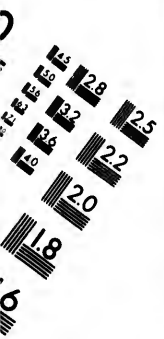


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of the area of the island are capable of profitable cultivation the amount of which will be 1,023,050 acres.

Estimated quantity improved and partially cultivated

in 1855, 300,000 "

Number still unimproved, 723,050 "

Roads.—The surface of the island being generally even, and the soil dry and silicious, in some places intermixt with sand and gravel, there is every facility for constructing good roads.

Originally, the principal roads of the island were laid out in straight line, parallel with those of the townships; but as they were not all constructed at that time, departures from these lines have since taken place; and in consequence of the more hilly character of Queen's and some part of King's, the roads are there more uneven than in the other sections of the island, but Prince County is very level, and with the exception of the curves rendered necessary by the rivers and the shore, is well calculated for road making. A little good engineering would be of incalculable benefit applied to the location of some of the roads traversing the more uneven districts, for in many instances, where they now pass over the hills, a practical engineer would easily avoid them, without adding much to the distance, while much labor and time would thus be saved to the traveller.

The roads and bridges are kept in repair both by statute labor and legislative grants. The *Statute labor* consists in an obligation on every person from sixteen to sixty years of age, when required by law to work thirty-two hours on the roads, and eight hours for each horse, annually. This labor, however, may be commuted for a money payment.

Legislative Grants.—The Government of the colony annually grants money, according to the necessity of each case, and the amount of disposable revenue, for the purpose of perfecting the road communications. The amount thus appropriated in 1854, was £8,133 currency. To regulate the expenditure of which the island is divided into about thirty districts, for each of which a commissioner is appointed, with a salary of £10 per annum. The outlay on these improvements considerably exceed that on other public works in consequence of the numberless streams by which the country is traversed, and which require expensive bridges; one has lately been built across Mill River, emptying into Granville Bay, a quarter of a mile in length; it is an excellent and convenient structure, and cost £1,200. Another very good one crosses a river of the same name near Cascumpeque, and one is projected over Ellis, or Grand River, falling into Richmond Bay.

The system of laying out the wilderness lands, though much superior to that *no system* which exists in Nova Scotia and New Brunswick, is still liable to some objections; the lots being 100 chains by ten are disproportionately narrow; but the regularity thus secured has done much to secure the systematic location of most of the principal roads.

Upon the whole, the highways of the colony are not inferior to these of any new country. In addition to the extensive water communications which intersect the whole island, the sea coast is belted by tolerably good roads, besides some main roads, such as the western road, running through the interior, and these are intersected and connected by cross roads diverging to every important settlement, so that it would be difficult to find a spot on the whole island more than five miles from a road.

As the bye-roads are too numerous to mention, the following distances will assist the traveller, to some extent:

From Charlotte Town to St. Eleanor's,	40 miles.
" " Tignish,	94 "

The latter place is nearly the north-western extremity of the island, passing, in one direction, by the Grand river settlements and Port Hill; and in the other, along the western road, comparatively unsettled.

From Charlotte Town to George Town,	30 miles.
" George Town to East Cape,	40 "

The distance of 70 miles thus brings us, in this direction, to the most eastern point opposite Cape Breton.

Settlements.—The road from Charlotte Town to St. Peter's passes over large tracts of excellent land, and through some of the oldest settlements on the island, in lot 34, but about half-way there is some poor land. From St. Peter's to East Cape, the land is flat; but around the Cape it is more hilly and broken, though not so much so as to prevent cultivation. The streams on this road are all bridged. This part of the coast is destitute of harbors. From this Cape to George Town, the shore is indented with good harbors, and the country penetrated by a number of streams, affording good facilities for the fisheries; the country is well settled.

There are many villages and settlements both on the coast and in the interior of King's county, of which George Town is the capital. It has great advantages of situation at the confluence of Cardigan and Brudenell rivers, and from Montague river falling into the Bay, it is often called Three Rivers. The town plot is somewhat undulating, and is well laid out, with a square in the centre. It contains places of worship belonging to the Episcopal, Presbyterian, Roman Catholic, and Methodist denominations; as well as a court house, gaol, market house, and other public buildings. The private houses are neat, and the country round fertile, and in many places well cultivated. The harbor might become the rendezvous of a fleet, and it is not uncommon for 200 American vessels to take refuge there during a storm. The settlements along the road from George Town to Charlotte Town are fast improving, and the soil is good; but Hillsborough river, near the capital, has to be crossed by a ferry, rendering travelling in this direction somewhat inconvenient during the summer, though the accommodation is generally good, and winter, of course, never fails to provide a sufficient bridge as long as it lasts.

Queen's County boasts Charlotte Town as its shire-town, which contains about 6,000 inhabitants. It is pleasantly situate on the acclivity of a hill, on the north side of the harbor. The streets, which run east and west, and north and south, have most of their terminations at the edge of the water. There are five squares in the town. The Province Building, which is built of stone imported from Nova Scotia, stands in Queen's Square; it contains the legislative halls, and offices for the principal heads of departments; also a room for his Excellency the Lieutenant-Governor, in which he may be seen on matters of business, at stated times.

Government House is beautifully situate at the west end of the town. In addition to a great number of public and private edifices, there is a central academy with three masters, and places of worship belonging to the Episcopalians, Presbyterians, Roman Catholics, Methodists and Baptists; also, an Asylum, Mechanics' Institute, and various other neat buildings. The town has lately been incorporated by Act of Assembly. The Roman Catholic College stands about half a mile from the town; it is a neat building, three stories in height. There are many excellent roads lead-

ing to all parts of the surrounding country ; the whole surrounding scenery is beautiful, possessing a wholesome, bracing sea air, said to be well calculated to invigorate a weakly constitution.

The road from Charlotte Town to Prince Town, on Richmond Bay, is well settled. The New London, Glasgow and Cavendish settlements are in a thriving state, and the land is generally good.

St. Eleanor's, the actual capital of Prince county, is situate at the junction of two roads, on the isthmus formed by Bedeque and Richmond Bays. It is built on a flat, and has a neat appearance ; it contains the principal part of the public buildings of the county, and places of worship belonging to different denominations. This place, however, is being rivalled by Summerside, a flourishing village on Bedeque Bay, about a mile from St. Eleanor's ; it may probably, ere long, become the head quarters of the county.

The land about Bedeque harbor is very fertile, and well diversified with villages, settlements, and other improvements. A constant summer communication is kept up by packets between this port and Miramichi, Richibucto, Shediac, and other places on the coast of New Brunswick. The railway now in course of construction between Shediac and Saint John, N. B., will, when completed, add greatly to the trade of Bedeque, from which its terminus, at the former place, is distant only a few hours' sail, as well as to that of the whole island. From Bedeque to Charlotte Town, by the way of Fryon, the land is good and well settled.

Though there is a considerable quantity of poor land skirting the coast from Richmond Bay to the North Cape, yet there are some large tracts of good soil in this district, and many thriving settlements, especially at Port Hill and round Cascumpeque Bay. The sand hills, which have been thrown up outside by the action of the waves, protect the coast, and there are in many places deep water, and good harbors within them. The boggy tract near Cascumpeque consists of a buried forest, which will hereafter be useful both for fuel and manure. Both these bays are advantageously situated for the prosecution of the fisheries on a grand scale. There are some small establishments, at present, on different points, which succeed well in this important business, and one at Cascumpeque point, on a more extensive scale.

The north-western lots are principally settled by the descendants of the Acadians, with some Irish, and a sprinkling of the Scotch. They form the best wheat-growing district on the island, and are much wanting both in roads and inhabitants, though the land is of the best quality for settlement. Kildare settlement, especially, comprizes a fine tract, yielding to no part of British America in fertility.

The reader must not suppose that we have referred to all the settlements and roads of this fine and populous island. This is far from being the case ; and this chapter would very much exceed its intended limits, if we were to detail all the extensive improvements the colony can boast, although in size it does not equal the county of Northumberland, in New Brunswick, which possesses only 20,000 inhabitants.

The island, from its narrowness, may be said to be all front, on which its best lands are situate. From this circumstance, in addition to its navigable bays and streams, and the roads that have been opened, its facilities for settlement are very great. And nature annually converts, for a season, its seaboard and rivers into one extensive bridge able to carry the heaviest burthens with the greatest safety, and to render the transit of its produce to market easy and expeditious. Its shores are supplied with much marine

alluvium of a good quality, and easy of access; so that when the soil become exhausted the means to retrieve it by manure are at hand. Probably there is no place where the *poor* man could settle himself to greater advantage on this continent whenever he can make a fair bargain with the proprietors, securing his land at a moderate payment, and with the privilege of some day making it his own.

CLIMATE.

The climate of Prince Edward Island differs but little from that of the principal part of Nova Scotia, or of New Brunswick. The winters are not so severe as those of Lower Canada, and are both shorter and milder than those of Norway, Denmark, Russia, or Sweden. The thermometer stands sometimes as low as 25, and at others as high as 85, but these extremes are of short duration.

There are no endemical diseases peculiar to the Island. The sea breezes which penetrate all parts of it are invigorating and wholesome, and are unaccompanied by fogs of any kind. Few epidemical diseases ever visit it. Even the cholera, which was inflicted on nearly all the Atlantic coast of America, has as yet been unknown here. Nothing can be more bracing than the autumnal air which prevails during its season on all the borders of the Northumberland Straits and the Gulf of St. Lawrence.

GEOLOGY.

It is now generally admitted that more depends upon the geological formation of a country than upon its climate.

The island, it is said, does not contain coal, or any workable deposit of other minerals worthy of notice; but this has often been said of countries or districts in which valuable minerals have afterwards been discovered.

In 1844 a geological exploration was made by Dr. Gesner under the direction of the Government; but from the limited amount of means appropriated for this purpose, only £300, it could not have been more than casual and superficial. It appears that the red and grey sandstones, but principally the former, comprize the greater part of the island formation. Coal has not been discovered, but limestone, much of it of an impure quality, has been found in several parts of the coast, and on the banks of some of the streams. The other rocks and minerals collected by the Doctor, and deposited by him in the legislative library of the island, are as follows:—Sulphate of barytes, copper ore, black oxide of manganese, hydrous peroxide of iron ore, or bog iron ore, red and white marl, grey sandstone, red sandstone, trap rock, and various other substances of no commercial value.

From an analysis of the soil taken from five different parts of the island, the Doctor found each specimen to consist principally of silica, or fine silicious sand, vegetable or organic matter and alumina. The result of these analizations fully shew that the soil is rich in vegetable matter and well calculated for the production of the different kinds of grain usually grown in the country. This report contains much valuable information, highly useful, (if its recommendations were put in practice) to the farmers of the island. It places in a practical point of view, how numerous and varied are the means at command for fertilizing the soil and how necessary it is to apply them.

AGRICULTURE.

This subject, which is so intimately connected both with climate and geology, but especially with the latter, deserves the highest attention; to neglect it, in a country whose soil is so rich, is not only impolitic but betrays an unwillingness to appreciate the advantages which Providence has bestowed upon the inhabitants.

The character of the island, in an agricultural point of view, is not exceeded by any spot of equal extent in America. The soil possesses a peculiar fertility, so much so, that, even in the present defectible state of its agriculture, it produces abundance for home consumption, and exports large quantities of wheat, oats, barley, potatoes, grass, seeds, and other productions. Oats especially, are cultivated in great abundance, and large quantities are annually sent to the neighboring colonies, and to the United States, where they command good prices.

The island possesses a large per centage of soil capable of cultivation, every acre of which should be tilled, and made productive. The surface soil rests immediately upon the red sandstone and is composed almost entirely of the debris from the rocks; whether they belong to the old or new red sand stone formation is immaterial as far as the productiveness of the soil is concerned, though important as regards the existence and discovery of coal.

The general dryness of the soil renders it highly fit for the production of grain, though not so well adapted for hay as the extensive alluvium which every where abound in Nova Scotia and New Brunswick.

Besides the staple productions we have noticed above, there are annually raised large quantities of turnips, peas, beans, cabbages, carrots, beets, parsnips, cucumbers, lettices, cherries, plums, apples, gooseberries, strawberries, raspberries, and every variety of garden vegetables and other productions grown in North America. To the growth of turnips in particular great attention has recently been paid with the best results. The soil of the island has also been found to be highly favorable to the culture of fruit, especially of apples.

The question as to the number of inhabitants this island would sustain, in ordinary seasons, if cleared of its forests, and brought into a good state of cultivation, is somewhat difficult to answer; but from its known productiveness, and the large amount of population it supports at present, besides the large quantities of produce annually exported, we may fairly infer that not less than 1,000,000 of persons would, under such circumstances, be easily sustained; and if the calculations made by Professor Johnston with regard to the population, sustaining character of New Brunswick be correct, this island, although it is only one-tenth of the size of that Province, would from the superior character of a large portion of its soil, exceed that number; and this is entirely exclusive of the means of support its fisheries would afford. In its proximity to the coal fields of Nova Scotia, and the number of peat bays on the island, no disadvantage would arise from the want of fuel, but a great impetus would be given to commerce by the trade in both these articles.

Within the last five years, the subject of agriculture has received a large amount of attention, both among the people generally and also from amateur farmers, of which there are several who continue to set examples well worthy of imitation. In fact, the whole subject has recently been carefully entered into, both scientifically, by many of the leading men of the island,

among whom none ranks more highly than Judge Peters. This gentleman, in 1851, published a pamphlet, consisting of 78 pages, on the agriculture of the island, of which 10,000 copies were circulated by means of the agricultural societies and schools. The subject of manure is well treated. The judge shews the value and variety of the means within the reach of most of the farmers to make composts and to save manures, an important branch of the agriculturists' duty. The culture and rotation of crops, with many recommendations as to farming in general, are laid down in such a practical manner, that any one, however limited his knowledge may be, may follow the directions. With reference to the character of the subsoil, and want of system in farming among many, much may be drawn from the following remarks, page 54 :—"There can be no doubt that the shallow ploughing generally adopted in this island is a most erroneous practice. There may be some cases where the vegetable soil is very shallow, and rests on gravel or sand, where the farmer cannot plough deep without injury; but most of the soils of this island may be ploughed eight or nine inches deep with the greatest advantage. Take most of the worn out lands of the island and plough them with a furrow of six honest inches deep, and they will at once yield a better crop than they have given for the last ten or fifteen years, because the soil which would then be brought up to the surface has not been exhausted." The Inspector of Schools is employed to deliver lectures on agricultural chemistry, throughout the island, which is of vast importance to its farming interests.

One of the strongest stimulants to the improvement of the island farming has been applied to it within the last few years by means of the "Royal Agricultural Society," and its numerous branches scattered throughout the country.

The general usefulness produced by this society will be best understood from the following extract from page 3, of its report for 1852 :—"Through its (the Society's) instrumentality, a great stimulus has been given to agricultural improvement. Turnip culture, the great basis of successful farming, a few years since almost unknown, is now becoming general. Great attention is beginning to be displayed in collecting and saving manures; stock of improved kind are early sought after, while an increased demand for agricultural publications, a spirit of emulation amongst the farmers, and the desire now generally evinced by them to improve in their art, prove the influence of the Society to have been as beneficial as the attempt to introduce it was successful.

This Society continues its usefulness by holding annually an Industrial Exhibition at Charlottetown, where a complete agricultural panorama of the island is exhibited. It receives annually from the legislature the sum of five hundred pounds, on condition that there is an equal amount contributed by private individuals.

AGRICULTURAL STATISTICS.

Acres of land cleared in

1827.	1833.	1841.	1848.
59,909	94,630	141,580	215,389

From this ratio of increase, and from the great stimulus recently given to agricultural improvement, we may infer that the gross amount of cleared land, in 1855, will not fall far short of 300,000 acres, nearly one-fourth of the area of the colony.

Farming Stock.

	1827.	1833.	1841.	1848.
Horses,	3,977	6,299	9,871	12,845
Neat cattle,	22,925	30,428	42,414	49,310
Sheep,	39,859	50,510	73,642	92,785
Swine,	21,531	20,702	35,522	19,863

The geological character of the island soil is peculiarly adapted for the rearing horses and sheep. Its pasturage, though not so luxuriant as that of the neighboring colonies, is both rich and wholesome, and seems admirably calculated for the health and well-being of animals of this description. It is said, too, that no noxious exhalations arise from its soil; and the appearance of the stock fully justifies this opinion. From the port of Bedeque alone, there were shipped, in 1852, horses to the value of £7,242 sterling; and in 1853, the number sold from the same port were 332, valued at £7,769 sterling.

Grain, and other agricultural productions.

	1833.	1841.	1848.
Wheat, bushels,	128,350	153,570	219,787
Barley, "	38,850	83,299	75,521
Oats, "	261,664	611,844	746,383
Potatoes, "	1,310,053	2,230,114	731,575
Turnips, "			154,000
Other roots,			153,933

The average crop of wheat is about 15 bushels per acre; oats, 30 bushels; swedish turnips, about 800; frequently, 1200 bushels, or 30 tons of the latter, have been produced on an acre.

These tables shew the effects of the potato disease, as well in the small quantity raised, as in the falling off in the number of swine. However, this disease is yearly becoming less, and great attention is again being paid to the production of this valuable esculent, for the production of which this island has been so justly famed.

Some particulars as to the export of the leading articles of agricultural produce will be found under the head of exports and imports.

PROGRESSIVE POPULATION.

In 1797, there were	3,567	inhabitants,	by estimation.
" 1827, "	23,266	"	by census.
" 1833, "	32,294	"	"
" 1841, "	47,033	"	"
" 1848, "	62,678	"	"
" 1855, at least	75,000	"	by estimation.

The emigration to, and departures from the island, for the last few years, have been about equal; still, the population has almost doubled itself within the sixteen years previous to 1848.

EDUCATION.

This has always been a favorite subject with the island Legislature, and there have been successive enactments to promote it too numerous to detail; but the educational plan appears at last to have resolved itself into what may

be called a *Free School System*, the people paying, in a great measure, for its support by a tax on land.

This system compels the absentee land-holders to assist in supporting the schools, as well as those who are actually in possession. There is a tax of five shillings per one hundred acres on all wilderness land, and half this amount on cultivated land, with a proportionate rate on town and water lots. In addition to this, the inhabitants have to provide school houses, and are assessed for books and fuel. The Government pay to male teachers of the first class £55, currency, per annum, and to those of the second £50. Female teachers are paid £30 per annum. The balance required for the support of the schools, beyond the amount raised by the land tax, is paid out of the general revenue of the Colony, and if any district requires a superior school, the inhabitants have to furnish the additional means required for its support.

There is a Board of Education, by whom all teachers are examined and licensed. For these purposes, the island is divided into school districts, the boundaries of which are registered by the Board, and the school houses must not be nearer than three miles to each other; an Inspector visits all the schools periodically, and reports their state to the Board. In consequence of the increased desire recently manifested for education, and the wish to secure good teachers, the inhabitants have, in many instances, boarded the teachers in addition to the government allowance.

Number of schools in the following years:—

	1841.	1848.	1854.
	116	182	231.

Thirteen Acadian French Schools are included in the returns for 1854.

The number of pupils in the last year was 9,922, being 5,564 boys and 4,358 girls. The expense of supporting these schools was £9,638 currency.

By a comparative review of the school statistics of Nova Scotia, New Brunswick, and Prince Edward Island, it will be seen that the latter sends one third more children to school, in proportion to its population, than either of the two former. This fact tends to prove the superiority of the island system, over those of the other two colonies, and perhaps more strongly, the greater interest in education taken by the people.

The following extract from a lecture delivered in the Mechanics' Institute at Charlottetown, by John A. Stark, Esq., Inspector of Schools, in the year 1855, in the presence of a large audience, shews the enlightened views entertained by that gentleman on this important subject, at least as far as this island is concerned:—"An educational machinery," the lecturer observes, "has been set in motion, admirable in many of its external provisions. There are upwards of 260 schools, in which from eleven to twelve thousand children are in attendance. An excellent series of school books has also been provided, but one thing is yet lacking. The great increase in the number of schools, the large proportion of the revenue voted for education will never improve and elevate the education of the people, unless the standard of qualification for the teacher be raised, and a provision made for his special training, in the art of communicating. But I would indulge the hope that, ere long, there will not only be a Normal School established, but that every school will be provided with a play-ground, or *uncovered school room*, for the children, and a house and garden for the teacher. When this is accomplished, Prince Edward Island will be a model and example to the North American Colonies."

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Central Academy.—This institution, the only one of this nature on the island, is situate at Charlottetown, being nearly its centre. It is under the patronage of His Excellency the Lieutenant Governor, and the Chief Justice, President of the Legislative Council, and Speaker of the House of Assembly, are *ex officio* trustees and governors; there are besides others appointed by the Government. It is conducted by three masters, who teach the classics and the higher branches of mathematics; it is supported partly by Government and partly by fees from the scholars, and is the only public educational establishment which is not entirely free. The number of scholars varies from 100 to 120. There is also *St. Andrew's College*, a Roman Catholic Seminary.

Charlottetown also contains a Juvenile School, Scientific, Literary, Benevolent, Bible and Missionary Societies, some of which have branches in different parts of the island, and much good is derived from their exertions.

Literature.—From the recent improvements in the educational system, a considerable impulse has been given to intellectual research. In addition to some periodical and miscellaneous works published on the island, there is a great importation, both of school books and general literature, containing much varied information. There is a very good subscription library at Charlottetown, and from the circumstance of many persons of wealth and literary taste from the mother country having taken up their residence at that place, giving its society a European air, its literature has fully kept pace with other places on this part of the American continent.

The papers published are the Royal Gazette, Haszard's Gazette, the Islander, the Examiner, and Advertiser.

Religious Denominations, and Places of Worship.—In 1841, there were 75 places of worship in the island; in 1748, there were 109. The number of clergymen in 1855, were, Church of England 10; Presbyterian 11; Roman Catholic 10; Methodist 15; Baptist 2; other denominations 5; making a total of 53 clergymen scattered over the island.

POSTAL ARRANGEMENTS, AND MEANS OF TRANSIT.

There is a general Post Office Office Department established at Charlottetown, and upwards of forty post or way offices in various places. The rates of postage, on all dispatches to or from the island being three-pence, are the same with those charged in the other North American Colonies; while the internal rate, on letters passing within the island, is two-pence per half ounce.

From the position of the island, and the severity of the climate, there will always be an uncertainty and some difficulty in keeping up a regular postal communication between it and the continent. During the summer, for six months at least, the mails are carried to and fro, twice a week, by steam-boat, by way of Pictou, a distance of forty miles. It would, however, be a great improvement if the mail bags were sent by a steamer of light draft from Charlottetown to Bay Verte, and forwarded from thence either to Amherst, Nova Scotia, or to Sackville, New Brunswick, (18 miles) to meet the mails running between Halifax and Saint John. The distance by sea, from Charlottetown, is somewhat less to Bay Verte than to Pictou, and a land carriage of 70 miles would be saved in the transmission of the western mails, there, for New Brunswick, Canada, and the States, which are the most important to the island. It is true that, as regards the Halifax mails,

the distance would be increased by about 50 miles; but this would be made up, in a great measure, by the saving of time in the western transit; and as soon as the railroad to Windsor is opened, a summer route will, no doubt, be established, crossing to Parrsborough by steamer, and running from thence to Amherst, which will make it more expeditious than the present route.

In the winter, the bags are carried twice a week from Cape Traverse to Cape Tormentine, the most eastern point of New Brunswick, about nine miles, and are conveyed from thence to Amherst.

We have before observed upon the great difficulty and hazard with which the conveyance of the mails by this, the only route open during the winter, is attended; but the importance of the subject to the inhabitants of the island is so great, that we shall perhaps be excused for recurring to it. The ice, for some distance from the shores, is generally smooth after the frost has thoroughly set in; while in the centre of the straits, it forms, at one time, a succession of mountains—at others, it consists of snow mixed with small particles of ice; the whole impelled by strong tides, and frequently by high winds, across the intended path of the mail carriers. Occasionally, and according to the state of the weather, much of the intermediate space, between the more permanent and smooth ice, on each shore, consists of nearly clear water. Sudden and violent snow storms often arise, while the feeble boat is engaged in passing this part of the gulf.

During the winter of 1854-5, the mail boat, in endeavoring to effect a passage, got into the midst of masses of floating ice, and could not work her way to either shore; a violent snow storm, accompanied with wind, arose, and she was driven for a distance of forty miles in the direction of Pictou. After four days' exposure to the storm and to piercing cold, the crew succeeded in landing at Wallace. The result of this melancholy occurrence was the death of one of the passengers from starvation, and consequent exhaustion; and several of the others were so seriously frozen that amputation of the legs of one, and part of the hands and toes of others, was rendered necessary.

Numerous other cases of suffering have, from time to time, arisen out of this hazardous service; but, strange to say, no attempt has yet been made to mitigate these evils. We hope, however, that the importance of this island colony, and the increasing number of passengers who are compelled by business to cross the straits during the winter, will arouse the attention of the public to the best mode of preventing such heart-rending occurrences.

We make the following suggestions as tending to lessen the dangers of the passage:

1st. That a fog-bell be erected on Cape Traverse, and another on Cape Tormentine, in addition to the proposed light house; both of which would be of great service, during a snow storm, to denote the position of the shore.

2nd. That a better kind of boats be provided, to be constructed on scientific principles, so as to combine strength, lightness, buoyancy, and such a model as will constitute them good sea boats, with the best accommodations possible under the circumstances; perhaps a premium for the best model or drawing might be advisable.

3rd. That every boat carry a ship's compass.

4th. That no boat be allowed to start from either shore, without at least three days' provision for the passengers and crew, nor without some spare warm clothing, especially for the feet.

Probably, if this precaution had been adopted on the melancholy occasion

we have just referred to, the party would not have been driven to attempt to satisfy their hunger and thirst by the blood and flesh of a dog, the only animal on board ; and notwithstanding this disgusting expedient, one life, at least, was lost. Men can support much cold and fatigue, if they are well supplied with food and warm clothing.

A joint committee should be appointed by Nova Scotia, New Brunswick, and Prince Edward Island, who should report to each of these Governments respecting this service ; stating how it might be improved, and performed more efficiently and safely. Competent and experienced men should be selected for mail carriers, who should be well remunerated for the performance of the duty.

LIGHT HOUSES.

Additional light house accommodation is much wanted on the coast of Prince Edward Island, and indeed on the whole of the Northumberland Straits. A light on Cape Tormentine, and another on Cape Traverse, would be of incalculable advantage to the passing shipping, especially as regards the shoals extending from the former Cape ; and these would, no doubt, prevent, in future, the recurrence of such disasters at this spot, as have characterized the past.

There are only four light houses, properly so called, on the island : one at Point Prim, Charlotte Town ; one on Panmure Island ; one at Richmond Bay ; and another at Cascumpeque.

Besides these, there are several temporary lights, which are hoisted on wooden frame-works, at Charlotte Town, Bedeque, and other places, during the summer.

FISHERIES.

Though there are few localities in the whole of North America where this branch of industry could be more advantageously carried on, yet these facilities are not made available to any great extent. The citizens of the United States, however, have not neglected them, for, during the fishing season, the whole coast of the island is studded with their vessels, while its natives pay but little attention to this pursuit. This neglect may, probably, be attributed to several causes. A want of enterprise, and, to some extent, of means, is one of the principal. The high protective duty heretofore imposed by the States, but now abolished by the Elgin treaty, on colonial taken fish, may have operated in this respect ; but another and more general reason may be found in the superior quality of the island soil. As soon as a fisherman arrives on the island, he does not long remain one, but turns his attention to the cultivation of the soil ; and between a little fishing and a little farming, he too often contrives to spoil both.

The harbors of the island are well adapted for this pursuit, and almost every kind of fish are most abundant, but especially mackarel, cod, herrings and alewives. The Government will, if they substantiate their claim to the fishery reserve, as it is called, own a belt of land 500 feet in width round the coast, and up the rivers as far as the tide flows, in certain townships, and in others the mere right of fishing ; and they will, no doubt, readily grant sites for establishments of this nature, or licenses to use the beach ; the same privileges could, no doubt, be easily obtained from the proprietors.

There are many small establishments for fishing along the coast, but the

principal are at Tignish and Cascumpeque, in Prince county, one at East Point, and another at Three Rivers, in King's county.

The amount of tonnage bounty (now discontinued) paid by the Government in 1853, towards the encouragement of the fisheries, was £1,143 currency. During that year, these bounties were paid on 750 barrels of mackerel, 2,704 barrels of herring, 4,277 quintals of codfish, and 2,812 gallons of oil.

COMMERCE, REVENUE, &c.

Shipping.—In 1846, the island owned 265 vessels; in 1850, the number owned and registered was 310, of the gross burthen of 27,972 tons; and in 1851, it amounted to 323 vessels, of the burthen of 31,410 tons.

Vessels entered inwards in

	1850.	1851.
Number of ships,	557	533
Tons,	25,017	24,993
Seamen,	2,082	2,370

Vessels entered outwards :

	1850.	1851.
Number of ships,	638	621
Tons,	40,322	41,823
Seamen,	2,301	3,631

Number of vessels built in

	1852.	1853.	1854.
Ships,	74	76	106
Tonnage,	10,104	13,340	24,111

Gross amount of imports in sterling :

1850.	1851.	1852.	1853.	1854.
£123,117	£134,648	£172,088	£210,678	£273,191

Exports in 1853.—Cattle, 401; sheep, 408; beef and pork, 2,042 barrels; barley and oats, 522,000 bushels; flour, 119 barrels; oatmeal, 1,070 barrels; dried fish, 11,534 quintals; fish, 5,507 barrels; potatoes and vegetables, 149,241 bushels; boards, 2,620 feet; lathwood, 256 cords; shingles, 346 thousand; timber, 7,511 tons—the whole value of timber exported being £24,295 sterling.

In 1852, the principal exports were: barley and oats, 600,877 bushels; potatoes and vegetables, 241,687 bushels; fish, 5,507 barrels; dried fish, 11,534 quintals; value of timber, £18,700 sterling.

The above figures do not include all the exports, but nearly the principal items. It will be seen that they consist, principally, of farm produce, which speaks well for the agricultural capabilities of the island; but to illustrate these more strongly, we give the following statement, derived from the best authority, of the value, in sterling money, of this description of exports, for the three years ending 1853:

1851.
Barley, £4,084; cattle and beef, £1,738; wheat and flour, £566; oats and oatmeal, £21,882; pork, £92; potatoes, £7,984; sheep, £134; turnips and carrots, £1,252.

1852.

Barley, £5,849; cattle and beef, £2,378; wheat and flour, £758; oats

and oatmeal, £36,795; pork, £1,996; potatoes, £12,894; sheep, £316; turnips and carrots, £223.

1853.

Barley, £3,504; cattle and beef, £2,034; wheat and flour, £414; oats and oatmeal, £31,478; pork, £5,770; potatoes, £11,308; sheep, £249; horses, £7,769.

Gross value of Exports :

1852.	1853.	1854.
£103,256	£127,346	£149,202

The ports at which trade was carried on, during the year 1853, and the amount, in sterling money, of imports and exports at each.

	Imports.	Exports.
Charlotte Town,	£148,209	£49,003
Bedeque,	8,670	21,566
George Town,	20,132	16,102
Colville Bay,	7,664	7,867
Tignish,	2,678	3,949
Cascumpeque,	2,978	3,622
Malpeque,	7,698	4,704
Murray harbor,	2,910	2,934
St. Peter's,	1,800	1,724
New London,	671	4,248
Crapaud,	776	4,936
Grand River,	2,539	4,818
Orwell Bay,	3,887	1,868

These sums are exclusive of fractional parts of a pound.

There are no extensive manufacturing establishments on the island.

According to the census, there were in operation in

	1841.	1848.
Grist mills,	87	116
Saw mills,	83	139
Threshing machines,		246

Revenue.

The amount of revenue collected in the undermentioned years was :

1852,	£20,188 sterling.	£31,283 currency.
1853,	23,563 "	35,345 "
1854,	30,689 "	46,033 "

Expenditure.

1852.	1853.	1854.
£14,856	£19,622	About £24,000 sterling.

CURRENCY.

The circulating medium of all the British North American Colonies differs much in its relative value; and the variation is greater in this than in either of the others. The value of island money, compared with that of the other Provinces, will be found on page 48.

To change sterling into currency, one half must be added,—thus, £200 sterling is equal to £300 currency; and on the contrary, to bring currency into sterling, one-third is to be deducted,—thus, £450 currency is equal to £300 sterling.

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CHAPTER V.

EMIGRATION.

From the earliest period since the discovery of the American Continent, this subject has been a favorite object with the statesmen of Great Britain. The planting new colonies engaged the attention of every successive Sovereign since Queen Elizabeth. From time to time the work of colonization has proceeded; sometimes from motives of private profit, or patriotic views; sometimes to escape from religious persecution, at others to avoid the horrors of poverty; sometimes as a private speculation on some system or attempted system, but oftener without any system at all. And who shall say, looking at the vast christian population now occupying the territories formerly appertaining to the wild beasts of the forests, or the scarcely less wild Indians, that King Charles the First was not right, when he said, in his letter to the Baronets of Scotland, previously to the abortive attempt then made for the settlement of ancient Nova Scotia, that it was "a work (the colonization of North America,) which we consider to be for the glory of God, and the honor of the Nation, from the benefit that is likely to flow from the right prosecution of it."

And who indeed, that talks at the commercial intercourse carried on by the mother country, with her North American dependencies, will not admit that great and lasting benefits have "flowed from the prosecution of this mighty work."

Among the nobility and statesmen of Britain who have recently directed their attention to this subject, we may mention, besides the late Earl of Selkirk, whose exertions were unparalleled: the late Dukes of Richmond, and Argyle, Lord McDonald, Lords Normanby, Palmerston, and Sydenham, W. Chisholm, Sir Augustus D. Easter, Dr. Norman McLeod, and the Earl of Mountcashell; and not a Governor of one of these Colonies but has gone home fully sensible of the importance of emigration to British America. Lord Durham, whose able report first carried conviction to England of the great value of Canada, and every one of the late and present Governors of Nova Scotia, New Branswick, and Prince Edward Island, have held, and still hold, the same opinion.

It matters not to enquire into the reasons for all of these eminent men having arrived at the same conclusion. Some, perhaps, saw most strongly the benefits that would accrue to an overcrowded and frequently starving population at home, from their removal to a country where there was, and still is, ample land for their occupation, and where food could be plentifully obtained for their labor.

Others again perceived the vast industrial resources open on this side of the Atlantic, lying idle and unimproved, and many more actuated by both

motives; there were others who encouraged emigration on the grounds that it would elevate the manufacturing classes at home. Among the latter we find Lord Brougham, himself, an host, who uses the very strong expression, that "every one driven into a tree in British North America sets in motion a shuttle in Manchester or Sheffield."

The greatest obstacle in the way of emigration, to these Colonies, has, heretofore, been the want of system on the part of its promoters, consequently some distress has inevitably arisen. Recently the Province of Canada has done much in the improvement of their system by the employment of Doctor Rolph, formerly of Ancaster, Canada, an able energetic gentleman, who laid the results of his extensive acquaintance with that Province before the British public, in consequence of which Canada has recently received an unparalleled stimulus through his instrumentality, while the three lower Provinces have been allowed to remain comparatively unnoticed.

It is utterly futile to talk of the settlement of a country without first making it known both at home and abroad. The United States and Canada have published their great resources far and wide, so that not only has the whole tide of emigration been directed to these countries, but a large portion of the wealth of Europe has found its way there also. And if the Provinces, which are the subject of this volume, are desirous of advancing, they must report their vast latent resources in those regions of the world, where so much surplus labor and capital now lie dormant. And previous to any extensive emigration being resolved upon, preparation should be made by locating townships and constructing roads through them, and affording other facilities for settlement.

Before, however, proceeding further in the subject of our remarks, we shall lay before the emigrant a brief outline of the vast extent of unimproved land, and which may be profitably cultivated, within the boundaries of these three Colonies:—

<i>New Brunswick</i> contains, exclusive of water,	17,677,360 acres.
Granted, (nearly)	6,677,360 "
Total ungranted,	11,000,000 "
Quantity unfit for profitable cultivation,	4,000,000 "
Good arable land still ungranted,	7,000,000 "

The upset price of this land, is two shillings sterling per acre.

Of the quantity granted, there are still unimproved,	6,000,000 acres.
Of which there are fit for cultivation,	4,500,000 "

If we add to this the vacant crown land fit for settlement, we have 11,000,000 acres of land of a good quality for agricultural operations, still lying in a wilderness state. Hence, there could be settled on the crown land of the Province, allowing each settler one hundred acres, 70,000 families, and on private property, 40,000 families; consequently 110,000 families could be settled in addition to the 35,000 families now in the Province, and still there would be abundance of land left for fuel and lumbering operations.

There are upwards of 200,000 acres of the public lands located and ready for settlement. As to the localities, where the best facilities are to be found for settlement in this Province, the reader is referred to the descriptions given in a former part of this work of the different Counties of *New Brunswick*.

<i>Nova Scotia</i> contains, exclusive of water, about	12,000,000 acres.
Of this quantity, there are still ungranted and fit for settlement,	1,000,000 "
On which, at 100 acres for each family, 10,000 families could be located.	
Of the quantity granted, there is fit for settlement about	5,000,000 acres.
Of which, there is improved about	1,000,000 "
Still unimproved,	4,000,000 "

Hence, there are about 5,000,000 acres of good land still unsettled in Nova Scotia, on which if we allow 100 acres to each settler, 50,000 settlers could be located, in addition to the 50,000 families, which now inhabit the Province.

The crown land in this Province is sold at ten pounds currency per one hundred acres, including the cost of survey.

<i>Prince Edward Island</i> contains	1,360,000 acres.
Of which there are fit for settlement,	1,020,000 "
The Government owns,	80,000 "

There are in the whole, not less than 600,000 acres of good land on the Island still unsettled, which would afford space for 600 families. As to the manner of disposing of the lands of the Island the reader is referred to the last Chapter.

Hence, we are fully within moderate limits, when we say that there could be settled on the crown lands of these three Colonies, 80,800 families, and on private property, 90,000. Making a grand total of 170,800 families, that could be located on the still unimproved lands of these three valuable Provinces.

The Nova Scotia and New Brunswick Land Company own 550,000 acres near the centre of the latter Province, which they sell at low prices, and the St. Andrew's and Quebec Railway Company own nearly 200,000 acres in the south west section of the Province, some of which is being sold at twenty shilling per acre; with the exception of these tracts, and the original grant of Prince Edward Island, there are no large districts granted to companies, so that the principal part of the unsettled lands are in the possession of the local governments and private individuals, by the former of whom they are sold on application at mere nominal prices.

The following pages will be found to contain as much practical information and directions to intending emigrants as some little experience and observation have enabled us to supply as to the course to pursue in order to obviate some of the hardships, for hardships there undoubtedly are, to be undergone, and to secure the results to be reasonably expected from a settlement in these colonies.

Before proceeding, however, with this part of our subject, it may be useful to take a hasty glance at the condition of the mass of the people, "the poor" of the United Kingdom. It is not necessary to refer to those times of extreme distress when employment could not be obtained, and when the scanty remuneration, grudgingly afforded to the agricultural laborer, was eked out by the parish allowance, so as to enable him barely to sustain his family. It is not necessary to describe the destitution of the manufacturers of Paisley, or of many of the districts of Lancashire and Yorkshire; or the famine by which Ireland, and other portions of Britain, were sorely afflicted. Those times, we may hope, have passed away. Still the poor have

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not ceased to exist in the land ; and it may be well to contrast the position of many a hard working man in England, Scotland and Ireland, with that in which he may be placed in these colonies. Taking for example the best agricultural districts in the kingdom. Wages are now comparatively good, employment is more abundant, and the laborer may perhaps be earning twelve shillings a week, while in this country he earns more than double that sum ; in the former instance he is enabled, by the liberality of the landlord, to rent his little plot of ground ; and he is in comparative comfort—comparative with regard to his situation in times of great commercial and agricultural depression. But what hope has he of bettering himself? He cannot acquire a title to a foot of ground ; he cannot, by the utmost economy, realize enough to stock the smallest holding that any prudent landlord will rent to him. The days of small farms have passed away ; and he and his offsprings must be content to remain day laborers from generation to generation, and to trust in old age or calamity, to the tender mercies of the union. As to education, there are charity schools ; and thankful is the laborer for the great boon thus afforded him, for the limited instruction given—but still it is *given* to him—he cannot afford to pay for it ; and thus the spirit of independance is lost ; the best stimulus to exertion ceases ; and it is to this cause that the striking difference between the inhabitants of these Provinces and that of the old country is to be attributed.

And if we turn to the manufacturing districts of the mother country, is the picture any better ; for there also, more disheartening means are found to operate. It is utterly impossible for the manufacturer to elevate himself above his more scanty pittance, or even to give his children an ordinary education.

Until recently, the principal portion of the emigration from Europe has been directed to the American Union. That country has long been an asylum for a vast number of the surplus population of Great Britain ; indeed the exodus from Ireland alone, it is said, has of late far exceeded that from all the rest of Europe.

In June, 1841, the population of Ireland numbered 8,175,124 ; and in March, 1851, it only amounted to 6,515,794 ; shewing a decrease in ten years of 1,659,330. This diminution of the Celtic race in Ireland was owing partly to the emigration, and partly to the famine of 1847, which spread death throughout the land. The first cause still continues to operate at the rate of from 250,000 to 300,000 per annum, and the number, leaving England, Scotland and Germany, have latterly been very considerable.

The removal of such large bodies of the human family from one country, climate, and government, to other regions so entirely different, is one of the most remarkable social phenomena of the present century. There appears to be little reluctance, in this age, to leave one's country, the land of one's childhood, and the home of early associations. The great desideratum with the emigrant is improvement in his social, moral, political, and pecuniary condition ; an object undoubtedly highly important to the welfare of our race, and which may be attained, in a greater or less degree, either in the United States, or in the British North American Provinces. Until within the last few years, and since Canada, California, and Australia have become better known in Europe, the States were the only land of promise to the emigrating thousands of the mother country. With regard to the two latter, although their gold has attracted to them a large amount of population, yet it is undeniable that their social, moral and physical condition cannot be

compared to that enjoyed by the inhabitants of these Provinces ; and if we look at the steady, and, of late years, rapid march of improvement that has characterized the three lower colonies in every department, we can only account for the fact of their being inferior in population, in proportion to their extent and capabilities, to the surrounding countries, by the best of all reasons, namely—the ignorance existing abroad of the vast available resources with which they so richly abound.

The various statistical details given in the foregoing pages will establish the fact that, considering their meagre population, there is no country on this side the Atlantic that has advanced more rapidly, within the last few years, than New Brunswick, Nova Scotia, and Prince Edward's Island ; and even in the worst times, when their commerce lay prostrate, and disease was destroying that valuable esculent, the potato, for the production of which, both as to quantity and quality, they are so justly famed, no person starved, none died of want, and there were no symptoms of that filthy wretchedness and misery which characterize so large a portion of the European population, even in the most prosperous periods. Here every man possesses a high degree of independance ; so much so that, especially among the native born, all aim at being masters ; few are willing to remain servants ; and none think of continuing in that capacity more than one or two years.

As to the climate and agricultural capabilities of these Provinces, and the various pursuits presented by the developement of their resources, it is needless here to repeat what we have said in other places in this volume, on these and other subjects, but we merely refer the reader to the articles treating on them for further information.

The laws of these Colonies are wholesome and well administered, and life and property are as secure as in any other American country, or even in the best governed states of Europe. In this respect we yield to no nation in the world, possessing all the advantage of English law, divested of much of its technicality, expense and delay. Offences of an aggravated character are scarcely known to exist, especially among the native born. Seldom, indeed, do we hear of man laying violent hands on his fellow man ; law and order are every where respected and every man can go about his business without fear of molestation.

It is not unfrequent to meet with large communities, composed of hundreds of families, without even an action of assault being brought within the year, and this fact is, of itself, sufficient, as far as the morality of the country is concerned, to warrant the stranger, at least as far as peace and quietness is concerned, in adopting these Provinces as a home for himself and his family. Cases of felony are still more rare, and the lower Provinces do not afford so much *experience* in this way, as would be gained by one day's attendance at a police office in any of the large European cities. In a word, all here appear to be in a happy and thriving condition, and last, though not least, in this money making age, every person seems to prosper.

It is material to the emigrant, if he has a family, that there are upwards of 2,000 schools scattered over these Provinces in such a way that there is scarcely a settlement of half a dozen families that cannot participate in the benefits of education, and the people possess full freedom both in religion and politics. The country is not infected with *Know-Nothingism* or any peculiarity which leads to divisions among the people ; the only subject of a public nature, is what at the present time is *falsely called Temperance* ; this subject has, and still does excite the public mind, and laws are being

enacted respecting it, which certainly do interfere with the rights of the subject. But time, that faithful teacher, will no doubt settle the extremes down to consistency.

Politically, the people are being educated so as appreciate the fact, that *measures not men* are the best *modus operandi* of civil government, which is the principal reason why those Provinces, with so limited a population, compared with their extent and resources, have made such steady and permanent advances.

As the civil and religious liberties enjoyed by a country are two great cardinal beauties of its government, these Provinces certainly, in this respect, have good reason to be thankful. In religion, as in politics, all enjoy liberty to adhere to any church, or to none—to contribute to the support of any church, or none—just as they please, or as their conscience may dictate. As to poor, there is no comparison between the poor of this country (if speaking comparatively, they can be so called,) and those of any country in Europe.

We are most desirous that those wishing to settle in British America, should study its various resources, so that they may not be misled with regard to the difficulties and hardships to be encountered by all new settlers; for even here some difficulty and hardships must be encountered; although perhaps they would hardly be considered worth notice by those hardy emigrants of the last age, the principal part of whom came to this country and settled among savages without a pound in their pockets. Future emigrants can know, comparatively nothing of the difficulties encountered by the first settlers of the country. We could name large and flourishing settlements which, fifteen or twenty years ago, were a mere solitary wilderness; but which, within that period, have been settled by persons who emigrated from what we familiarly eail "the old country." Many of these flourishing villages were composed chiefly of persons who began to clear up new farms without pecuniary means, without a knowledge of the country, or its usages, without knowing how to use that all important implement, the axe, without the ability to pay a fraction for their lands, and at that time frequently at such a distance from other settlements, that their provisions had to be carried for miles on their backs, over bad roads, or through mere wood paths. These, indeed, were hardships, but they were only temporary. Yet these men, having located themselves in a healthy country, have by their sobriety, industry, and attention to their farms, not only paid for their grants and secured to themselves a competency, but are now settling their families around them, with good roads and schools, affording privileges in the way of education and otherwise, which the original settlers themselves could, in scarcely any instance, have received from their parents before leaving Europe. Into what a different state of society do these men find themselves transplanted, at the expiration of this short period, from that in which they were living at the place of their birth. Then many of them were existing in misery and servitude, all in a state of dependance in which they and their posterity must have continued; here after a few years, though some of them may have seen years of hardships, they are living in abundance, paying no tax, except perhaps some trifle for the maintenance of some old decrepid person, who, through mismanagement or accident, is unable to procure his own support. Here, too, they are eligible to any office, from that of a parish officer to a seat in the Legislature, for which their education or their abilities may qualify them.

In these last observations we have confined ourselves to the case of emigrants arriving in the Provinces under very different circumstances from those who may now adopt them for their country. The Governments having expended large sums in opening new roads and repairing old ones, have rendered the wilderness more easy of access; affording means to the destitute emigrant, of supplying himself with immediate employment, and habituating him to the country, previously to fixing himself on a farm. The facilities for locomotion are vastly improved, and the settlements almost continuous, so that most of the difficulties experienced by the early emigrants to these Colonies have now ceased to exist.

Again, the construction of railways has actually commenced; 130 miles of which are under contract in New Brunswick, from St. John to the Nova Scotia boundary, and a similar distance is being built in Nova Scotia, and the St. Andrews' and Woodstock line is fast progressing towards completion, besides other lines in contemplation, which will, in the whole, afford employment for several thousands of persons for years to come.

The length of the various lines of railway contemplated by the Provinces of Nova Scotia and New Brunswick, exclusive of the Halifax and Quebec line, will not fall short of 700 miles, the completion of which, will be the steady aim of these Provinces, and will afford employment for a portion of the surplus capital and unemployed population of the mother country; besides which a vast extent of new land will be opened for settlement by the various lines and the common roads which must connect with them.

Shipbuilding, for which these Colonies are so highly famed, will no doubt continue to afford employment to a large population; as nearly one half the cost of building a ship is expended in labor. The reader may imagine the vast amount that will be required in the prosecution of this business, which must continue to be one of the staple resources of the Colonies as long as their forests last, a period almost interminable.

As to the extent and character of the common roads and other travelling facilities, the numerous telegraph lines, the importance and vast extent of the coast and river fisheries, the improvements made in the extension of settlements, and the other latent resources, the reader is referred to the various articles embodied in this work for more minute details.

A heavy responsibility is incurred by those who presume to advise an intending emigrant in the choice of his adopted country; and this we should equally feel in speaking of these Provinces as of any other section of this Continent. Difficulties will arise, hardships have to be borne, and disappointments will occur wherever he may bend his course. Dissatisfaction too often ensue, and the poor man regrets, perhaps, that he had left the land of the Shamrock, the Rose, or the Thistle; frequently giving verification to the proverb: "that home is home, be it ever so homely." But these fond associations cease as circumstances improve, and the emigrant sees his family settled around him in comparative wealth, exercising their religious and civil liberties without restraint.

We have endeavored to place before the public, and those who may peruse our statistical statements with a view to emigration, plainly and truly, such facts as we could collect of a useful nature. Still, emigrants must judge for themselves. We are, however, justified in asserting that there are few places on this continent where well-directed labor is better remunerated, in times of ordinary prosperity. All we ask, therefore, of this class of our readers, will be to make themselves acquainted with the resources of the

country—with what they may fairly expect, if they do adopt it as their future home; and then, having carefully estimated their prospects in the land of their birth, to judge for themselves, and thus probably save much disappointment; or, at any rate, they will only have to blame themselves, should they be disappointed in the results.

The first consideration, therefore, for every man contemplating emigration, must be his position at home, of which he is, of course, the best judge, and whether he can improve it by removal. To decide the last question, he must be probably informed as to the character of the country to which he proposes to remove—information which it has been the object of the foregoing pages to afford; and lastly, the course to be pursued on his arrival. We will now proceed to give the best directions in our power as to this last and most important point:

1. The best season for the arrival of the European emigrant on these shores is about the first of May, which will afford him suitable time, before winter sets in, to become acquainted with the country, its climate and usages.

We caution all emigrants, intending to settle in the lower provinces, against embarking for Quebec, or any of the ports on the river Saint Lawrence, as there are no steamers or regular means of conveyance from thence to the ports of Nova Scotia, New Brunswick, or Prince E. Island. All emigrants should reserve their passage tickets, in order that, if the terms of their agreement with the ship-master should not be complied with, they may have access thereto, and obtain redress. There is an emigrant fund, from which sick emigrants alone are entitled to support.

2. The principal places in the United Kingdom, to which emigrants resort for embarkation, and where they find the greatest facilities, are Liverpool, London, Bristol, Glasgow, Newcastle-upon-Tyne, Aberdeen, Dublin, Cork, and Belfast. The ports of disembarkation are Halifax, Pictou, Pugwash, and Yarmouth, in Nova Scotia; St. John, Saint Andrew's, Shediac, Buctouche, Miramichi, and the ports in the Bay Chaleur, in New Brunswick; and Charlottetown, in Prince Edward Island. Persons desirous of settling in the eastern sections, either of Nova Scotia, New Brunswick, or Prince E. Island, where certainly the greatest facilities for settlement present themselves, should sail direct to Pictou, Pugwash, Shediac, Richibucto, Miramichi, Charlottetown, or the ports on the Bay Chaleur, according to the locality they may have made choice of. The average length of passage to either of these ports is about thirty-seven days. Those who may bend their course to the southern or western parts of either Nova Scotia or New Brunswick, should choose Halifax or Yarmouth, in the one Province, and St. John or St. Andrew's, in the other. The average passage to either of these ports is about thirty-six days. Here we may be allowed to caution the emigrant, if he land either on the Atlantic coast of Nova Scotia or the Bay of Fundy shore, either of that Province or New Brunswick, not to be alarmed at the sight of rocks or tracts of sterile soil; or if he see snow lying late on the top of some high hill, he must not hastily conclude that winter has a life-lease of the whole country, or that there is not rich arable land in these fine provinces. Let him take a ramble into the interior, when such erroneous notions, should they be entertained for a time, would speedily be eradicated.

The following is a scale of the usual cost of a passage from Britain to either of these colonies:

Cabin passage, with provisions, from	£12 to £15 sterling.
Intermediate do.,	4 to 5 “

Intermediate do., without provisions, about	£4	sterling.
Steerage, with full allowance of provisions,	6 to 7	"
Do., without provisions beyond the legal allowance,	8 to 3 10	"

Distances from ports in America to England :

Halifax to Liverpool,	2 800 miles.
St. John "	3,053 "
Boston "	3,000 "
New York "	3,100 "
Charlottetown "	3,000 "
Shediac (via Gut of Canseau),	3,080 "

Note.—The reader is referred to the table of distances, page 21, of this work.

All emigrants are, on their arrival in New Brunswick, detained at the quarantine station until they have been examined by the proper medical officer. The tax on each emigrant is 2s. 1d. sterling, or 2s. 6d. currency, which the master of the ship has to pay; and in addition to which, if there are any lunatic, idiot, maimed, blind, aged or infirm person, not belonging to an emigrant family, a bond must be executed that such person shall not become chargeable to the Province for three years. The other colonies have arrangements, respecting the landing of emigrants, similar to those of New Brunswick.

3. All persons, but especially those not bred to any mechanical trade, should, as soon as they have sufficient acquaintance with the manner of performing the several labors of the country, procure a small tract of good land, not exceeding one hundred acres, unless they have extra means at command; and even in that case, it will be found more advantageous to expend a portion of the capital in the improvement of a small farm, than to exhaust the whole in a large investment of this nature—an error into which emigrants frequently fall.

4. As the credit system, or "paying in kind," is still very prevalent in many parts of these Provinces, the emigrant cannot be too strongly cautioned against making any purchase of land, until he shall have realized, by his labor, if he is not previously master of sufficient means, enough to pay the purchase money. It is not unfrequently the case that an emigrant, looking only at the comparatively small cost of 3 or 400 acres of land, and dazzled by the name of a landholder, applies, immediately on his arrival, for a large tract, perhaps not judiciously selected; the cost of the grant being paid by some capitalist, who may probably favor him with supplies. The nominal owner, after years spent in hard labor by himself and his family, finds that he is obliged to let his *benefactor* take the whole. We could name instances where this has occurred, and the emigrant and his family have had to betake themselves to the wilderness, and, with the aid of their dear-bought experience, in a few years more, rendered themselves independent.

5. After the emigrant has been enabled to settle himself on a lot of land, he should devote the whole, or by far the greatest part of his attention to its improvement. And here, again, we cannot too strongly condemn the practice, so frequently pursued, namely, that of abandoning the cultivation of the soil, whenever the demand for labor increases, and returning to it as soon as that demand abates. All who know anything of farming will concede the fact that to farm well requires undivided attention.

6. As the emigrant should avoid running into debt, he should be careful not to settle on poor land; the almost certain consequence of such a step, at the outset, is to keep himself poor. With regard to general information respecting immediate requirements, it is the duty of the emigration officers and deputy treasurers to afford it to those who arrive in the provinces; and the inhabitants of the country will not be found backward in this respect; but the land surveyors will generally be best qualified to give the best directions, both as to the situation of good land for settlement, and other local facilities. And as the labor of farming is so varied, there is no way in which the family of the emigrant can be more profitably employed than in agricultural pursuits.

7. It is frequently found advisable for a man with a family, and without money, to rent an old farm for a year or two, until he is enabled to secure some means, and becomes familiarized with the country; and this can generally be done in the more densely populated districts. It is very customary for parties letting to receive labor on the land, or farm produce, in payment of rent, which gives the renter a great advantage.

8. The following list will shew the kind of pursuits most in request in this country, and the wages generally paid per day, in addition to board and lodging:

	Currency.		Sterling.	
Carpenters and joiners receive from	6s. 0d.	to 7s. 6d.	4s. 9d.	to 5s. 11½d.
Masons,	7s. 6d.	to 10s. 0d.	5s. 11½d.	to 7s. 11d.
Bricklayers and blacksmiths,	do.	do.	do.	do.
Tailors,	6s. 0d.	to 8s. 0d.	4s. 9d.	to 6s. 4d.
Cabinet makers,	4s. 10d.	to 6s. 0d.	4s. 0d.	to 5s. 0d.
Coopers,	3s. 7d.	to 4s. 10d.	3s. 0d.	to 4s. 0d.
Farm laborers,	3s. 0d.	to 4s. 6d.	2s. 4½d.	to 3s. 7d.
Tanners and curriers,	5s. 0d.	to 7s. 6d.	4s. 0d.	to 5s. 11½d.
Sail makers,	6s. 0d.	to 7s. 3d.	5s. 0d.	to 6s. 0d.
Ship carpenters,	3s. 9d.	to 5s. 0d.	3s. 0d.	to 4s. 0d.
Shoe makers,	3s. 0d.	to 4s. 0d.	2s. 4½d.	to 3s. 2d.
Plasterers,	5s. 0d.	to 7s. 6d.	4s. 0d.	to 5s. 11½d.
Painters,	4s. 0d.	to 5s. 0d.	3s. 2d.	to 4s. 0d.
Millers,	do.	do.	do.	do.
Millwrights,	5s. 0d.	to 6s. 6d.	4s. 0d.	to 5s. 1½d.

Lumberers receive from three to five pounds per month; book-binders and printers earn from £3 10s. to £4 currency per month; dairy-women from £10 to £12 currency per annum.

When board and lodging are not included, as they are in the above scale, from nine to fifteen shillings per week, according to the price of provisions, must be added.

The artizans and mechanics most in request in this country are masons, carpenters, blacksmiths, ship builders, bricklayers, shoe makers, sail makers, tailors, tin-smiths, saddle and harness makers, and painters.

9. The average rate of wages for agricultural labor, in addition to board, washing, and lodging, may be taken as follows:

Able-bodied men, by the year,	£25 currency.
Do., by the month, during harvest,	3 "
Do., winter months,	2 "

Wages per day, during harvest, 8s. to 4s. 6d. "
 Other summer months, 2s. 6d. "

During 1854, the price of labor far exceeded these rates. Good men have been getting from £4 to £5 per month, during the year. It is not to be expected that the emigrant, on his first arrival, can know how to perform much of the work of this country so efficiently as those brought up in it; he must not fall into the too common error of expecting as high wages as the more skilful workmen for the first year or two.

There is a great demand in towns for domestic servants, and in the rural parts of the country, farm servants are also much wanted, and can always find abundance of employment, at highly remunerative prices. Boys at the age of about 15 years can always obtain work, either at farming, or by binding themselves for three or four years to a mechanical trade.

10. *Price of Agricultural Implements* :—

Ploughs, from	£2 10 to £5 0	currency.
Cultivators,	1 5 " 1 10	"
Harrows,	1 0 " 4 0	"
Hay and Straw Cutters,	2 0 " 4 0	"
Scythes,	0 5 " 0 6	6d.

Artizans may bring out with them any portable tools they may possess; but agriculturists need not bring articles of husbandry to this country, as they can be purchased here cheaply.

Emigrants may bring warm clothing, and such domestic articles, if not too bulky, as they may possess, and also all the *books* they may have or obtain without too great an outlay.

The most useful implements required by the emigrant on his settling in either of these colonies, are an axe, a hand (cross cut) saw, nail hammer, spade, scythe, sickle, one inch chisel, one inch augur, two or three gimblets, and shoemaker's awls, and a couple of pinchers. He should not omit, for the use of the female part of his family, a spinning wheel, hand reel and loom, a pair of hand cards, and other articles of a domestic nature, all of which can be obtained in this country at a cheap rate, and the sooner a new settler and his family learn the use of these and other similar implements, the better it will be for their comfort. In fact, necessity compels the emigrant for the first four or five years after he locates himself on a new farm, to convert his house into a miniature manufactory, where all utensils for farm use, clothing, &c., could be made.

11. *Average Price of Farming Stock* :—

A good cart horse,	£20 0	currency.
A serviceable riding horse,	25 0	"
A yoke of oxen,	16 0	"
A good milch cow,	5 0	"
A " pig one year old,	2 0	"
A pig one month old,	0 5	"
Sheep, per pair,	1 5	"

The reader is referred to the articles, Climate and Agriculture, for further information on these points, pages 49 and 56.

12.—*The average price, per acre, of clearing land and erecting buildings* :—

For chopping an acre of wilderness land,	£1 10	cur.
Piling, burning off, and fencing " "	1 10	"

Planting one acre of potatoes on burnt land,	1	0	cur.
Stumping one acre of land,	1	10	"
Erecting a comfortable log-house,	16	0	"

All these prices will be found to vary according to circumstances; for example, an expert axe-man will chop an acre of land, in some situations, in four days, while in others it would take him six; again, half a dozen men, with a yoke of oxen, would erect a log-house or barn for half the amount a contractor would ask.

There is a custom throughout the new settlements in these Colonies that the neighbors should assemble and assist a new comer in the erection of his buildings or the chopping and clearing his first field, which is highly important at the outset.

Emigrants will find it advantageous to settle in groups, and if possible where there are settlers scattered round, who have had a few years' experience; by familiar intercourse and conversation with them, they will speedily learn much that will be useful both as to the manner of performing labor and other matters connected with the country.

There is every inclination on the part of the Colonial Governments to assist emigrants, by opening new roads and granting such other facilities as the exigencies of the case may require.

There are Surveyors in every county who are ready to lay out the land, &c. And where groups of persons are desirous of emigrating, they should send pioneers to make arrangements and prepare the way previous to bringing out their families, or make their intentions known to the emigrant officer of the port, at which they desire to land, at least a month or two previous to disembarkation. Such a course would save both them and their families much delay and expense, and probably if they have no means, save suffering and inconvenience.

The price of land cleared, either wholly or partially, depends on the locality, quality of the soil, and the state of improvement. A farm of two hundred acres, in a new settlement, with five acres under the plough, and about ten acres in pasturage, and ready for stumping, with a log-house and barn, will cost from £150 to £200 currency; with a frame house and barn, from £200 to £300.

An emigrant possessed of £100 or £200 sterling, can settle himself and family comfortably on an old farm with considerable improvements; and a man having £400 could locate himself in the more densely settled section of the country, where every luxury that he ought to require may be obtained.

The validity of titles can be ascertained at the Register Office for each county, and all lands originally held in fee simple, by grants from the crown, under the great seal of the Province, without quit-rent, mines and minerals alone, been preserved to the crown. All private lands are transferred by deed, which is registered in the county where the land is situate.

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ERRATA.

Page	For	Read
23—twelfth line from top,	"Vote,"	Veto.
64—seventh "	"Fleece,"	Flax.
68—fifteenth "	"2000,"	2800.
103—twenty-third "	"Wild,"	Wide.
137— " "	"Merepis,"	Nerepis.
140—twentieth "	"998;898,"	99,898.
140—twenty-first "	"Inwards,"	Outwards.
141—thirty-fourth "	"L'Etary,"	L'Etang.
142—thirty-second "	"Dock,"	Dark.
146—ninth "	"Strong,"	Stoney.
165—thirty-second "	"Indirect,"	Insulated.
172—twenty-fourth "	"Streams,"	Steamers.
176—fiftieth "	"Fairagues,"	Perogues.
184—forty-second "	"Proceed to lay,"	And layed.
187—twelfth "	"Larger,"	Longer.
188—thirty-second "	"Sheltering,"	Stretching.
189—third "	"Parishes,"	Families.
190—fifty first "	"Capt. Piper, R.E.,"	Capt. Pipen, R.E.
191—twentieth "	"1852,"	1842.
196—fifty-first, "	"Crept,"	Cropt.
201—thirty-fourth "	"Wild,"	Wide.
202—twenty-sixth "	"Useful,"	Awful.
207—fourteenth "	"Consist,"	Exist.
222—eleventh "	"Seadou,"	Scadouc.
245—thirtieth "	"Great of,"	Great mass of.
246—thirty-second "	"Quarter,"	Quota.
147—twenty-third "	"Some,"	None.
147—twenty-fourth "	"Absence,"	Abstract.
147—twenty-fifth "	"Science,"	Crime.
269—fourth "	"Liabilities,"	Localities.
290—fifteenth "	"9d.,"	9s.
298—twenty-second "	"Generally,"	Genera.
303—twenty-fourth "	"Represented,"	Reprehended
310—twenty-second "	"Inclusive,"	Exclusive.
313—thirty-second "	"1843,"	1853.
331—ninth "	"Open accesses,"	Open the recesses.
354—fourty-eighth "	"Town,"	Term.
359—thirty-fifth "	"Clotting."	Clothing.

MERRILL
 ADV.

