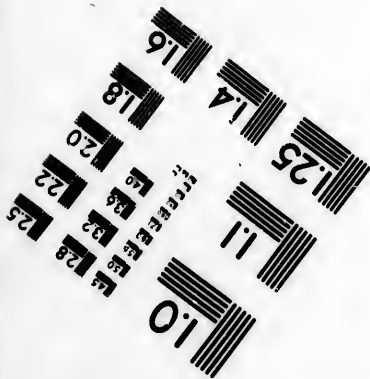
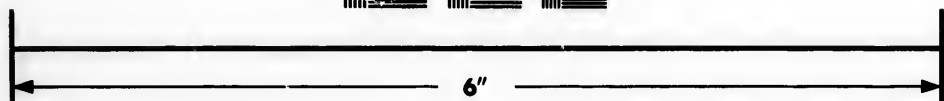
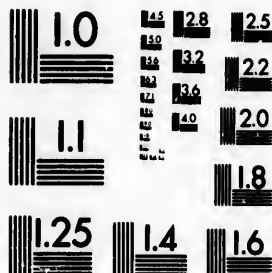


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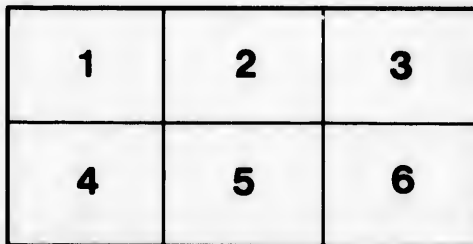
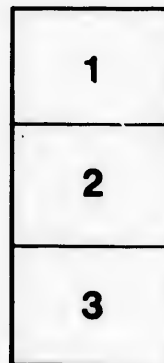
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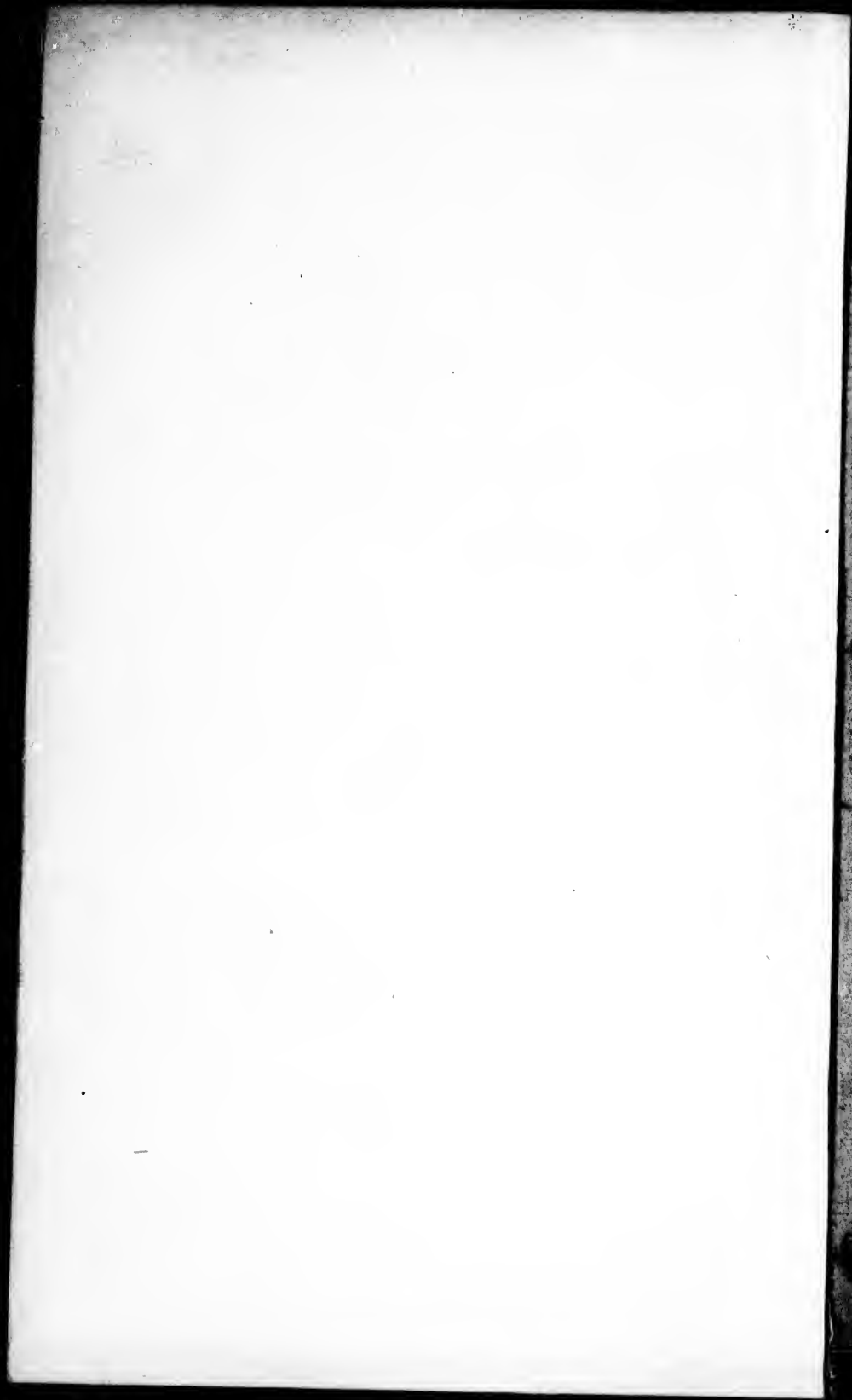
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—————
PRACTICAL ADVICE
TO
EMIGRANTS,
ON
ALL POINTS CONNECTED WITH THEIR
COMFORT AND ECONOMY,
FROM MAKING CHOICE OF A SHIP,
TO
SETTLING ON AND CROPPING A FARM.

—————
"I will a plain unvarnished tale unfold—"

—————
"Nothing extenuate, nor set down aught in malice"

—————
LONDON:
EFFINGHAM WILSON, ROYAL EXCHANGE.

—————
MDCCLXXXIV

June 3/

LONDON:
PRINTED BY JOSEPH RICKERDY,
SHERBOURN LANE.

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INTRODUCTION.

THE following Letters appeared recently in the columns of the Morning Herald. Having excited considerable notice, and the writer having also received, through the Editor, a knowledge that they have been favourably spoken of by those whose judgment is flattering to him, he has been induced again to bring them before the public.

In so doing he has referred more particularly to the "*British American Land Company*," which, since these Letters first appeared, has assumed in some degree that importance in public estimation to which it is so justly entitled.

The establishment of this Company he considers, from his knowledge of the country, as likely

to produce the best effects upon the population and feelings of the Lower Province of Canada, and at the same time to conduce to the advantage of the colony, the mother country, and the capitalists engaged in its promotion.

No attempts at fine writing or learned disquisitions are indulged in, but the writer has endeavoured to give sound practical information, in language adapted to the classes of persons he addresses.

In the hope of being useful to his countrymen, he commits this unpretending work to the public.

London, March 1834.

FROM

THE MORNING HERALD,

DECEMBER 20, 1833.

It has justly been remarked by an acute and statesman-like politician, that “ *Britain exists all over the world in her colonies.* These alone give her the means of advancing her industry and opulence for ages to come. They are portions of her territory more valuable than if joined to her island. The sense of distance is destroyed by her command of ships, whilst that very distance serves as the feeder of her commerce and marine.” An able and valuable correspondent, well acquainted with ‘*Emigration*’ in principle and detail, having furnished us with observations and practical information on the subject, as applicable to our colonies in British America, we think that we shall be performing a pleasant duty to our readers by giving circulation to his valuable recommendations, assuring them that they may be most implicitly depended on.

When it is considered that the *direct* emigration to *Canada alone*, within the last three years, amounts to 134,970 persons, and that the market for British manufactures has increased in a greater ratio than the population; that during the last year 1,035 British vessels, amounting to 279,704 tons, navigated by 12,243 sea-

men, have entered the port of Quebec alone—this astonishing trade having increased from 69 vessels and 15,876 tons, navigated by 731 seamen, in the year 1805; and also, that a million and a half of value in British manufactures has paid duties of import; and that all this immense and rapidly increased business is connected with the dearest and best interests of our country, we feel happy in being the means of communicating the knowledge, and seconding the recommendations of the writer.

We have no hesitation in asserting, that the recent sale of government lands in the province of Lower Canada to the "*British American Land Company*," is a wise and politic measure, from which we augur much good to the province, as well as individual and national advantage. It is a measure that ought to have been carried into effect long since, and simultaneously with the establishment of the Canada Company. In no part of the British colonies has British capital, intelligence, and feeling been more required. And in no part of them is more to be expected in the way of valuable return. The information of our correspondent tending particularly to this province, of which so little has been written and so little is known, we presume to be an additional reason for giving it publicity.

It is not with the wish or intention of recommending or exciting to emigration, but to point out to those who have determined to make the trial, to what quarters, and in what manner it may be done with the least trouble, the least expense, and with the greatest prospect of success, combining at the same time individual happiness with national benefit.

“ We require

The discipline of virtue ; order else
Cannot subsist, nor confidence, nor peace.
Duties arising out of good possessed,
And prudent caution needful to avert
Impending evil, equally require
That the whole people shall be taught and trained.
So shall licentiousness and black resolve
Be rooted out, and virtuous habits take
Their place ; and genuine piety descend,
Like an inheritance, from age to age.

With such foundations laid, *avaunt the fear*
Of numbers crowded on their native soil,
To the prevention of all healthful growth
Through mutual injury ! Rather in the law
Of increase and the mandate from above
Rejoice !—and ye have special cause for joy.

For, as the element of air affords
An easy passage to the industrious bees
Fraught with their burdens ; and a way as smooth
For those ordained to take their sounding flight
From the thronged hive, and settle where they list
In fresh abodes, their labour to renew ;
So the *wide waters, open to the power,*
The will, the instincts, and appointed needs
Of Britain, do invite her to cast off
Her swarms ; and in succession send them forth
Bound to establish new communities
On every shore whose aspect favours hope,
Or bold adventure ; promising to skill
And perseverance, their deserved reward.

Change, wide, and deep, and silently performed,
This land shall witness ; and as days roll on,
Earth's universal frame shall feel the effect
Even till the smallest habitable rock,
Beaten by lonely billows, hear the songs
Of harmonized society : and bloom
With civil arts, that send their fragrance forth,
A grateful tribute to all-ruling Heaven.

From culture, unexclusively bestowed
On Albion's noble race in freedom born,
Expect these mighty issues : from the pains
And faithful care of unambitious schools
Instructing simple childhood's ready ear
Thence look for these magnificent results !
Vast the circumference of hope — *and ye*
Are at its centre, British lawgivers :
Ah ! sleep not there in shame !—”

British American Land Company,

OFFICE, No. 3, BARGE YARD, BUCKLEBURY.

Capital £300,000, in Shares of £50 each; of which 1000 Shares were appropriated, and have been taken up in Lower Canada.

Four per cent. Interest to be paid to the Shareholders on the amount of Instalments paid in.

To be a Chartered Company, limiting the liability of Shareholders; and for which the Charter and an Act of Parliament are now in progress.

The Company is formed for the purchase, and the opening, improving, and settling Lands in the different Provinces of *British America.*

His Majesty's Government has recently sold 846,000 Acres of Land in the Eastern Townships and the St. Francis territory, in the Province of Lower Canada; upon which the Company is now about to commence its first operations.

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The Hon. PETER M'GILL.

The Hon. GEORGE MOFFATT.

Chief Clerk, MR. JOHN REID.

Agents will be appointed in all the Out-ports to give information and advice to Emigrants, Settlers, and others.

EMIGRATION.

LETTER I.

MR. EDITOR,

THE press has teemed with works upon Emigration, from the penny pamphlet to the ponderous quarto; but too frequently they have been mere compilations and copies of each other, written more for the purpose of gain than of giving information. Perhaps "Lawrie Todd," and "Picken's Canada," contain the most real information; but they are not exactly the kind of books required, and are more costly than suits the pockets of that class of persons who are most desirous of obtaining it. To such, Pickering's "Emigrant's Guide," published by E. Wilson, is the most suitable; his observations show that they were made upon the spot, and as they extend from Philadelphia to Buffalo in the United States, and throughout the Upper Province of Canada; they embrace a comparison not only of the soils and prices of lands and systems of agriculture of the two countries, but what is of fully equal importance, of

the taxes, political and religious institutions, and prices of produce; showing from thence the superior advantages which our colonies offer to the settler and farmer of small means. Of the "Backwoodsman," that inimitable little work, it must be confessed, that it appears to have been written for, and is most particularly applicable to the lands belonging to the Canada Company in the Upper Province.

The present observations are intended to give, in as condensed a manner as possible, *practical information* and *useful advice* to persons intending to emigrate, from the first step of choosing a passage-vessel to the last of settling themselves on a farm. So much has been already written upon the *Upper Province*, and the extraordinary progress it has made in population and wealth renders it unnecessary to say more, that it is my intention to refer more particularly to the *Lower Province*; although, upon most subjects, the hints and information given will apply to emigration to British America in general.

My more particular acquaintance with the "*Lower Province*," and the operations of the "*British American Land Company*," now about to commence their operations in the eastern townships of that province, a section of country within one hundred miles of Quebec and Montreal, though at present unknown to the British emigrant; but which offers, at the same time, the

most beautiful scenery, by far the *healthiest climate*, and a soil as rich and productive as any in America, has determined me to refer more particularly to it, in the hope that my countrymen may at least be induced to visit that district, before they determine to proceed onwards eight hundred or one thousand miles, perhaps, into the United States, from which they may, possibly, after all, retrograde to these eastern townships, and St. Francis territory, in the more immediate neighbourhood of the shipping ports of Quebec and Montreal; where cattle, butter, and cheese, are always in demand, and where a readier and better market will be found, whether to sell the other produce of their farms, or purchase the imported necessaries for their families.

It is with pleasure I can add, that the establishment of this Company is in perfect accordance with the *general feeling of the population* of that part of the province in which its first operations are to be carried into effect; and fortunately, too, among its directors will be found men intimately connected with the Canadas, and deeply interested in their welfare.

As it is not my intention to write an elaborate treatise on emigration—I shall not fill up your columns with learned discussions on the emigrations of the nations of antiquity; they were too frequently undertaken upon a large scale, either arising from necessity or from oppression; for the

purposes of conquest, agrandizement, or revenge ; carrying in their train war, bloodshed, rapine, and extermination ; whilst in these days emigration is the offspring of peace, by which the great first law of nature, “ Go forth and multiply, and replenish the earth,” is fulfilled ; and the arts and sciences, the decencies and the comforts, the moralities and religion of the highest state of civilization are extended throughout the world.

Without referring to any of the writings of the ancients, I shall at once descend to modern times, and begin by quoting the writings of the celebrated *William Penn*, the founder of *Pennsylvania*, now one of, if not the first state in the American Union, for population, wealth, and science. It is not a great many years since he said, “ I deny the vulgar opinion that plantations “ (colonies) weaken England ; they have manifestly enriched and strengthened her ; the industry “ of those who go into a foreign plantation is worth “ more than if they stayed at home. Again ; “ England furnishes them with clothes, household “ stuff, tools, and the like necessaries, and in “ greater quantities than at home their condition “ could have needed, or they could have bought, “ and they often return with riches to England ; “ one in this capacity being able to buy out twenty “ of what he himself was when he went out.”

Dr. Johnson, of more recent memory, writes, — “ That the settlement of colonies, the establish-

“ment of those in security whose misfortunes have
 “made their country no longer pleasing or safe ;
 “the acquisition of property without injury to any,
 “the appropriation of the waste and luxuriant
 “bounties of nature, and the enjoyment of those
 “gifts which Heaven has scattered upon regions
 “uncultivated and unoccupied, cannot be consi-
 “dered without giving rise to a great number of
 “pleasing ideas, and bewildering the imagination
 “in delightful prospects.”

Bonaparte, in the height of his continental conquests, cried out for “*ships, colonies, and commerce*,” as the only means by which he could destroy Great Britain, subdue the world, and make France the “great nation” he fondly hoped.

Prince Talleyrand, who has lived to see France lose all her colonies in the East and West Indies, and *again establish them* on the coast of Africa,* has remarked that, with the ancient governments, the predominant policy appears to have been, that “bodies politic ought to reserve to themselves the means of placing to advantage, at a distance, a superabundance of citizens, who may, from time to time, threaten their tranquillity.”

“It belongs to our enlightened navigators,” says he, “to tell the government what are the “places where a new country, a salubrious climate,

* The French Government has lately decided to hold their conquests in Algiers in perpetuity, and a large sum has been voted for that purpose.

“ a fruitful soil invite our industry, and promise us
 “ richer advantages. In commercial and manufac-
 “ turing states, from the inequality of fortunes, and
 “ the fluctuations in trade and population to which
 “ such states are liable, colonies would seem to be
 “ peculiarly necessary.”

Mr. Sherriffe, a very intelligent gentleman, residing at By-town, in Upper Canada, says, “ that
 “ emigration is now a movement of the people in-
 “ dependent of their rulers ; still its object is legi-
 “ timate. Although it may be difficult, perhaps
 “ impossible, to give it altogether a systematic
 “ form, yet it may be for the interests of the coun-
 “ try to regulate and encourage it.

“ From various causes the fields of employment
 “ have become crowded, and the labouring classes
 “ are looking about for more room, and better
 “ means of subsistence ; emigration, under such an
 “ impulse, resembles a stream from an overflowing
 “ fountain, which may be guided, but cannot be
 “ stopped.”

And the last, not least, *Lord Brougham*, has written with his usual perspicuity : “ That the
 “ possession of remote territories, understocked
 “ with capital and hands, is the only thing which
 “ can secure to the population of a country those
 “ advantages derived from an easy outlet, or pros-
 “ pect of an outlet, to those persons who may be
 “ ill provided for it at home.”

With the opinions of these mentally illustrious

personages, I shall conclude this communication, intending in my next to point out the real and moral value of these colonies to the mother country.

LETTER II.

MR. EDITOR,

FEELING that the independent tone upon which your useful journal is conducted, enables you to cast aside the garb of party spirit, and direct your vast power solely for the benefit of every class of this great community; with increasing confidence, and the humble hope of their utility, I now continue my further remarks upon the value of colonies to their mother country.

It cannot be denied, that these mighty *wings of the empire*, by which she soared to her proud pre-eminence, will still prove of inconceivable value to her; nay, it must be admitted that they will enable the parent state to continue to exalt herself for ages, in true political supremacy, over the surrounding nations of Europe. But woe to those who, imbued with the abstract theories and conceits of the new school of "Political Economy," should succeed in clipping these wings; for

“ England never did, nor ever shall,
 Fall at the proud foot of a conqueror,
 Until she first did help to wound herself.”

Our versatile and talented *Lord Chancellor*, in the earlier course of his rapid yet brilliant career, has further truly observed, that “ The colonial
 “ trade is a trade always increasing and capable of
 “ indefinite augmentation, while the other branches
 “ of traffic are of necessity on the wane : it is as
 “ beneficial as a home trade ; and is, when rightly
 “ understood, a branch of the home trade. Capital
 “ taken from the mother country to her colonies is
 “ not withdrawn from the empire ; it continues to
 “ support the productive part of the community,
 “ and besides being an *integral* though remote part
 “ of the state, it directly employs part of the home
 “ plantation transplanted thither.

“ The capital invested in the colonial agricul-
 “ ture encourages the agriculture of the mother
 “ country, as much as the capital employed in the
 “ different branches of domestic agriculture encou-
 “ rage the operations of each other.

“ It is a narrow policy which would consider
 “ *colonies* as separate and subservient appendages
 “ of the state ; they are *integral* parts of the empire
 “ which is *happy enough* to possess them, and they
 “ ought to be considered as such. The sophistries
 “ and cavils which political sceptics and innovators
 “ have founded, partly on a misconception of the
 “ theory, and partly on a misstatement of facts,

“ tend directly to a degradation of the system in
 “ the eyes of *superficial* reasoners, and may ulti-
 “ mately renew a state of things from which the
 “ unassisted efforts of national heroism may be
 “ altogether unable to redeem any one community.
 “ The attacks of these men have, moreover, been
 “ inconsistent and contradictory.”

Here, then, we start with a conviction that *colonies* are a blessing to those nations which are happy enough to possess them; that they ought to be considered as *integral*, though remote *parts of the empire*; that they are useful as an outlet for the surplus population, as well as the unfortunate—the laborious poor, or the over-enterprising part of the community;—that when the productions of the colonists are protected, the labour of the settlers and emigrants from the mother country is worth more, both to themselves and the parent state, and their consumption of her manufactures greater, than if they had stayed at home; that the markets they establish for her manufactures are continually increasing ones; and that the sophistries and cavils of political sceptics and innovators, who aim at a degradation of the colonial system of Great Britain, are the result of misconception and misstatement, and alike disheartening to national heroism, and dangerous to national existence. Moreover, that though the tide of emigration cannot be stopped, it may be directed.

Perhaps the most valuable axiom of the whole is, that *colonies should be considered as integral parts of the state*; for upon this hangs the justice and necessity of protection in the way of discriminating duties. With our colonies alone can we have such a *reciprocity in trade* as shall be beneficial to both, but in which the benefits are evidently greater to the advantage of the mother country; as in exchange for timber, ashes, grain, and furs of *Canada*, being all either raw articles or manufactures of the lowest grade, *England* sends manufactures in the highest state of finish; and the extent of her export is limited entirely by the value of the imports received from the colony. It is, indeed, a fact, that the *exports* from Great Britain greatly *exceed the* return of *imports*, the balance being in debts owing to the British merchants, and acting as a capital and circulating medium in Canada.

What the Illinois, Ohio, Indiana, and the immense tracts of wild back lands are to the United States of America, the colonies of Great Britain might be to the mother country. It is hardly to be doubted, that with such institutions, and such a population as has been congregated in the United States, nothing short of the safety-valve offered by the wild lands and the back woods has preserved them hitherto in union.

At the present moment, such a hint may not be altogether foreign to circumstances at home.

Flint, a very competent authority, says, "that forty years ago there was not a settlement west of the Ohio river; in 1832, the state of Ohio alone contained *a million* of inhabitants; and the aggregate of Ohio, Indiana, Illinois, and Missouri, is not less than 1,700,000, and, if we add the states of Alabama, Louisiana, and Mississippi, 2,350,000!" Whilst America finds such benefit from the settlement of wild lands, which, from their distance over land, or along the tortuous routes of rivers, are further in effect from Washington, New York, or Boston, than many parts of our own colonies from London, is it not the duty of our Governors to assist, or, at any rate, promote the views and exertions of those who are willing to take the details of such labours off their hands as are comprised in opening the forest and converting the silent wild into the cheerful glebe?

America, as a term, is too frequently applied to the whole continent; and even with some otherwise well-informed men, the *difference* between the *United States* and the *British possessions* is scarcely known: it is not therefore very surprising, that among the lower classes *America* and *Canada* should be considered synonymous terms. The difference is nevertheless great; and it ought to be a matter of consideration to a person leaving *Great Britain for America*, whether he is about to transplant himself among a people of different laws and customs, with whom he can

have little common feeling ; or among his own countrymen, where he will find laws to which he has been accustomed, possibly persons with whom he has been acquainted, manners and customs in which he can sympathise, and reminiscences of the glorious achievements of his countrymen in which he can partake.

It is indeed true, that many emigrants intending to proceed to Canada have taken their passages in vessels for *America*, but have been carried (in perfect ignorance) by the sordid owner and unfeeling master, to New York, Philadelphia, New Brunswick, or Nova Scotia, and have there been landed, and left to take their chance. Fortunately, a tax upon passengers, or a bond from the captain, has of late been exacted at New York, which has had the effect of stopping this most cruel traffic to a certain extent.

With regard to cheapness of living and high rate of wages, absence of game laws, stamp duties, tithes and poor-rates, the United States and the British Provinces may be pretty much upon a par : but if, in addition to all this, the emigrant can be assured (as is the fact) that he can, in our own colonies, find land cheaper, *taxes so much less* as to be considered next to nothing, and a decided protection upon his labour and agricultural produce in the home market, it might be thought that but little consideration would be required to decide upon the land of his adoption ; and this

will apply to any of our colonies. Thus *wheat* imported *from our colonies* pays 6*d.* per quarter duty, when the average is above 67*s.*, and 5*s.* per quarter when below; whilst from the *United States*, at that price, it would be 18*s.* 8*d.* per quarter; and in the same way upon the *imported manufactures of Great Britain necessary* to the American as well as the Canadian settler; the duty may be 30 or 40 per cent. in the United States, whilst it is only 2½ per cent. in Canada: hence English articles costing 102*l.* 10*s.* in Canada, will probably, at the same period, be worth 140*l.* in the States; so all British manufactures pay 50*s.* upon the value of 100*l.*, in Canada, whilst in the United States, up to this time, cotton manufactures pay from 25*l.* to 75*l.*, according to description; hardware, 25*l.* to 30*l.* per cent.; iron, according to quality and manufacture, from 10*l.* to 200*l.*; leather goods from 30*l.* to 100*l.*; manufactures of linen, 25*l.*; silk goods, 5*l.* to 40*l.*; and woollen goods, from 10*l.* to 75*l.* per cent. of value.

The *cheap government* and the *liberal institutions of America*, have been so long the themes of adulation amongst certain sets of politicians, for party purposes, that it is no easy task to convince the world generally that this vain boasting is a mere delusion, when brought into comparison with our own colonial governments. The offspring institutions of the parent country are naturally

engrafted upon British colonies in every quarter of the globe. The freedom which clothes the sons of Albion fixes upon every honest man the national character of independence in all our colonies. In the United States, the wealthiest and the proudest Englishman must be a denizen for a continuity of five years, and must abjure allegiance to all other governments, and the British in particular, before he can hold heritable property, or claim the common distinction between a negro and a white, *but by courtesy*. With this contrast of national liberty, Mr. Editor, I conclude until the next opportunity; and am yours most impartially.

LETTER III.

MR. EDITOR,

IN my last communication I maintained that the *British colonies* should solely be looked upon as *integral parts* (however distant they be) of the British Empire: and being convinced of their advantage and security to the mother country, I presume that their welfare should occupy no mean place in the attention of those who govern

us. The advantages of settling in a country whose laws are assimilated to our own; where the political institutions are the most liberal in existence among civilized nations; where religious liberty is enjoyed in its fullest extent, taxation scarcely known, and education within the means of the poorest, protection to its produce afforded, and the lowest rate of duties on British manufactures imposed, need not be further enforced.

In the *North American colonies* particularly, the elective franchise, that boasted palladium of British liberty, is even greatly more favoured than in England under the Reform Bill.

Among other differences between the United States and Canada, that of slavery, existing in the country claiming to itself the title of a "free country;" and which, whilst it has declared that "*all men are born free*," that "all men are created equal," and that "all citizens have equal rights," continues to perpetuate slavery in some of its states; and even *when free* to stigmatize them on account of their colour in every possible way, refusing to eat at the same table, to kneel at the same altar, or fight in the same ranks,— would point out the reason of a preference to our own colonies. No "man of colour," unless for three years a citizen of the state, and for one year seized and possessed of a *freehold estate* of the value of 250 dollars, and who shall have been

rated and paid a tax thereon, shall be entitled to vote for a member of the assembly.

A good deal of misconception also prevails with regard to the comparative *rate of wages in Canada* and the *United States*. It is not uncommon to hear it stated that 6*s.*, 7*s.*, or 8*s.* currency per diem is given in the United States, whilst at the same time from half a dollar to a dollar, or 2*s.* 6*d.* to 5*s.* is given as wages in Canada. This, however, is a delusion; for whilst the dollar is divided into 8*s.* in the state of New York, which bounds one side of the St. Lawrence, it is divided into five only in Canada; therefore, in truth, a New York shilling is equal to 7½*d.*, and one in Halifax or Canada currency to 12*d.* And it is too common for agents and others to quote the rates of wages in *currency*, and the necessaries of life in *sterling* money; thus stating the value of labour at 8*s.* per day, and expenses of living at 3*s.* 6*d.*; in which the real difference, though startling, is in reality only 8*d.*!

I am aware that in stating such facts, and drawing such conclusions in favour of our own colonies, that I run some risk of having my statements doubted, my intentions perverted, and my reasons ridiculed; but I can assert, that in the *United States* the citizens are not so overdone with morbid sentimentality as to recoil from canvassing the institutions of *England* and her colonies; neither are they backward in taking advan-

tage of the liberality of our colonial governments ; for a very great proportion of the store-keepers, tavern-keepers, methodist parsons, and newspaper editors in our *North American* colonies are of Yankee origin.

I shall preface my further remarks by repeating, that it is not by any means my intention to induce emigration ; but since it is now generally admitted that under some circumstances it cannot be checked, I shall merely point out the class of persons to whom it is likely to be beneficial, and the mode by which it is likely to be accomplished, when once decided upon ; in the simplest, most economical, and most comfortable manner.

It has been thought by many, (even by some persons of great intelligence,) that every emigrant should go out with the intention of becoming at once a landowner and farmer ; as if, where daily labour wages are high, a poor man could at once command the labour of others. This is contrary to common sense, and would confine emigration to a class who have not in general the greatest desire or the necessity to leave their own country ; whereas the fact that labour is high (so high indeed as to enable a sober, patient, and industrious man to live upon half his earnings) is sufficient to show that persons without the means of purchasing and stocking a farm, (upon which they must live a twelvemonth before they earn sufficient for their wants,) may emigrate with

confidence; certain that with prudence, they will soon, by labouring for individuals or on public works, become equal or superior to many who purchased and settled too early, with an insufficient capital and too little experience. This is, indeed, a matter of every-day observation; as the few discontented grumbling "ne'er do weels" who return home in disgust, are men without either judgment or energy, who having entered on farms without sufficient means or knowledge, have reaped the wages of their folly, and endeavour to make others as unhappy as themselves.

During the whole of the last season employment might have been found for 100,000 able-bodied men in either of the two provinces of Canada, at a rate of wages compared with the expense of living, that would have formed a happy contrast to the wages, or roundsmen's pay, in our own agricultural districts. Besides, every emigrant is not, and many never can be, fit to become a settler or farmer: "hewers of wood and drawers of water" there must be; men who, so far from being able to manage a farm, are unable to regulate their own conduct, economize their daily earnings, or "provide for a rainy day." Thus, then, a labouring man who can transport himself to *Quebec* or *Montreal*, with a few pounds in his pocket, need not be afraid of bettering his condition. To those, however, who have been brought up to agricultural pursuits, and who,

with a knowledge of the rudiments of farming, can command from 50*l.* to 500*l.* *Canada* offers every advantage that the most sanguine person can rationally hope for. A capital too small to stock a farm at home, will afford ample and sufficient means both to purchase and stock one there; and the mode of commencing such an undertaking (so different from taking a cultivated farm in England) will be hereafter pointed out.

It may be asked by some, who and what are the description of persons to whom emigration offers advantages worth making a trial at once expensive and trying to the feelings? I acknowledge, and every one should consider that some sacrifice is required; but at all times some present sacrifice must be made to ensure future success. I would say then, that all who have health and strength, and are desirous of a change, (for a hundred different reasons,) whether to break from bad society; to discontinue an unprofitable business, without seeing any chance of a better; to improve his condition from an under-paid agricultural labourer, or a small unproductive farm; to active and intelligent mechanics of every description, whether in wood, iron, stone, or leather, who, though not skilful enough to get the best wages at home, are sufficiently so for a new country; all such men are sure of doing well, if they allow themselves a fair chance, by avoiding the besetting and besotting sin of drunkenness, alike

destructive to the energies of body and mind. The retired officer, either of the army or navy, whose half-pay and small patrimony is insufficient to enable him to make his way among his own class at home—all those, in fact, who, with limited means, and the reality or anticipation of large families, find a difficulty in “getting along,” will, by the aid of a farm, find not only a pleasing occupation, but the means of bringing up a family in comfort and independence. Those who are doing tolerably well in daily occupation, or have fair hopes of doing better, should not think of giving up their present comforts. To the idle, the dissipated, the drunken, or aged, the physician, the lawyer, the young gentleman from behind the counter, the clerk from the desk of the merchant, or the self-sufficient livery-servant, emigration (at least to *Canada*) offers but little prospect of benefit. Still it must be confessed that, after all, *individual character* has, perhaps, more to do with fitness than previous education. Of this all may be certain, that resolution, persevering industry, frugality, and temperance are necessary for success; without these qualities, *ennui*, disappointment and disgust will ruin the prospects of those who by previous education would seem most fitting to secure it.

Wild land must always be considered as a raw material, upon which much labour is required to bring it into the state of a manufactured article of

value in the market, or beneficial for the maintenance of a family.

As there are no poor-laws, there is no system for the support of the idle ; but as "*the labourer is*" there "*worthy of his hire,*" so "*he that worketh not, neither shall he eat.*"

Infant emigration has been a good deal talked of lately by some well-intentioned and well-informed men ; and a society has recently been formed to promote it. Although it is generally considered that in these colonies a child at seven or eight years of age is able to earn his own share of the family meals, I cannot say that I am competent to give advice on this subject ; it might be made a most efficient mode for the adoption of parishes to keep down poor-rates, and the increase of surplus labourers ; but I think that, till a system is adopted by which the colonies shall be prepared for their reception, that little good could result, and possibly considerable evil would ensue. Should any society set to work *in earnest* upon this business there is little doubt that the different *land companies* would readily enter into arrangements to facilitate the operation.

In Nova Scotia it has been very strongly advocated by those who are most likely to be judges of the matter. From what has been here said on infant emigration, it is clear that a man need not fear that a *wife* and children will be a burden to

him in our North American colonies ; indeed, it is to the sober *married* man that emigration offers far the most comfort and happiness. Education is general, and cheap enough to be within the reach of the poorest settler, whilst the children will be brought up in the habits of life most likely to be useful to them in after life.

Pauper emigration, conducted systematically by parishes, has engrossed much attention from country magistrates ; and we know not why those of the metropolis have not considered it equally worth their consideration : to the colonies, however, the difference between a healthy agricultural addition, and the mental and bodily morbid and disgusting refuse of a metropolis is great ; and for the benefit of our British American colonies, we should hope that the filthy demoralized paupers of London will never find their way thither. Some of our Australian colonies would seem to offer better situations.

The experiments made by Lord Egremont and the Petworth committee upon parish emigration, have proved highly satisfactory ; and we recommend to parish officers, clergymen, and magistrates, the little pamphlets published for that society by Longman and Co.

The committee has concluded, that for 15*l.* a single man, and for 55*l.* 10*s.* a man, his wife, and three children, can be settled in Upper Canada. It may therefore be fairly concluded, that

the same may be settled on the nearer lands of the "British American Land Companies" for 12*l.* 10*s.* and 9*l.*

When a person has resolved to emigrate, let him turn into money most of his goods and chattles ; as probably there will be but little worth the trouble of carrying with him, or adapted to his new operations in the country of his future adoption. As to furniture, let him not attempt to take any : if a labourer, and he have a few common tools, and the port of embarkation is near at hand, he may take his spade, and a few other implements ; if he be a mechanic, let him, of course, take the articles necessary for the working of his craft.

As much of an emigrant's comfort, during his passage across the Atlantic, depends upon his prudential arrangements beforehand, and particularly with regard to selecting a ship, in my next I purpose to point out the means by which they best may be attained, and until then,

I am, yours, &c.

LETTER IV.

MR. EDITOR,

I CONCLUDED my last communication by stating

that much of an emigrant's comfort during his passage across the Atlantic depends upon his prudential arrangements beforehand, and particularly with regard to selecting a ship: on this occasion I shall address my hints more particularly to that class of emigrants who go out as steerage-passengers.

A small portion of common sense, and a little careful inquiry amongst the numerous respectable mercantile firms trading with the *Canadas*, will soon dictate to this class of emigrants the simple necessaries to their comfort during their passage; and those who have children will do well to attend to the minutiae of these details. Mr. Buchanan, the government agent, gives the following list of stores for a family of five persons:—48 stone of potatoes, $2\frac{1}{2}$ cwt. of oatmeal or flour, 56 lbs. of ship biscuit, 20 lbs. of butter in a keg, one gallon of molasses, 20 lbs. of bacon, 50 lbs. of herrings in a keg, one gallon of spirits, and some vinegar. These will cost about 5*l.* in Scotland or Ireland, in England 7*l.* A few pounds of tea or coffee, and 28 lbs. of sugar, will be an additional comfort to the females; where there are children, a mother's discretion will point out a few more simple necessaries. The *spirits* taken out should only be used *medicinally*; every labouring man must learn to do without liquor. The time of passage will prove to him the possibility of so doing, and where indulgence in them

has commenced, it may happily prove the means of breaking so pernicious a habit.

If he have the means, (without cramping his future resources,) let him take a little bottled ale or porter, one or two bottles of port wine to a family, some rice, a few oranges, (if sound,) a seed-cake or two are pleasant and useful to children after sickness; also two or three bottles of milk boiled with sugar, and close corked. A *net* to boil potatoes in: some cord and string, a hammer and turnscrew, with a few nails and screws, may possibly be found very useful on the passage.

Cleanliness on shipboard is truly *next to godliness*; it should be strictly attended to by the passengers, and rigidly enforced by the captain. Every passenger is of course supposed to be upon deck as much as the weather will permit; and at all times strictly under the control of the captain, from whose authority there is no appeal; and it is absolutely necessary for the comfort and the *security* of all on board, as well as of the ship and cargo, that such should be the case.

As there is much unoccupied time on shipboard, women should take with them some linen to make up, or materials for knitting, and a few books, if they possess any, by no means forgetting that book of books, *the Bible*. Not only on the passage will it be found a valuable acquisition; but, under the various trying circumstances and

situations of after-life, it will be found a comfort.

It is not usual to pay much attention to the Sabbath beyond clean dressing and cautious behaviour; but a hint to the captain would in general cause some of its duties to be attended to. Sailors are in general very attentive to the offices of religion when feelingly and decently performed, even by their own officers or a respectable passenger.

It is a matter for the emigrant's choice, whether he pays for his berth only, and lay in his own sea-stock of provisions, or agrees for ship's rations. In point of expense, there is but little difference for the same food; but the full seaman's diet is more than is absolutely necessary for a steerage passenger. For comfort, it is undoubtedly best to agree with the captain to be found every thing. And some respectable brokers will contract for a certain sum to provide passage and food on ship-board, and internal travelling and eating expenses to Quebec, Montreal, Lennoxville, or York.

The more money and fewer incumbrances the settler has upon his arrival the better: it is a rare judgment that can anticipate in England what experience proves to be useful abroad. Certain writers would lead one to believe that theoretical fancies are superior to practical experience; but I would recommend the candidate for comfort and independence in our colonies, to

leave all his political economy behind him, whether adopted from the bold but ever changing anti-providential assertions of Malthus, the anti-colonial principles of M'Culloch, or the more interesting and insinuating, but not less system-bound writings of a Martineau.*

I would advise generally, in *the first* instances, that the mode of labour, of husbandry, and of *domestic* economy, should be copied from the practice of those among whom he has settled: experience will teach him when to alter them to advantage.

If he come to London to take his passage, let him be careful in the first instance to place such money as he intends to emigrate with in the most respectable hands; it is far better than attempting to carry it with him: and Messrs. Smith, Payne, and Smith; Thomas Wilson and Company; the

* The abstract theories of Political Economy may be entertaining and satisfactory amusement in the closet of the philosopher or at the professor's lecture, where the battle is fought on blank paper and the result at the will of the player; but, unfortunately, the *natural* divisions, inequalities, and climates of countries, and the *artificial* state of every existing society, whether arising from those causes or the long established customs, religions, and habits of nations, present an impenetrable barrier to the cosmopolitan ideas of the new school. In every country, as in every family, there are sufficient reasons for deviating in the *economy* of the establishment from our neighbours.

An *Utopia* must be found for the exercise of this "*most certain science.*"

Canada Company, the *British American Land Company*, or the most wealthy houses in the Canada trade, will, on receipt of his money, give an order for it either in Quebec or Montreal, or York, in Upper Canada. The disposing of money early in this manner is a matter of greater importance than is seen at first sight. *London is full of sharpers*, who are dexterous in the art of finding out countrymen with money in their pockets, and getting it from them ; besides which, the allurements of London are of themselves sufficiently dangerous for countrymen who are ramb-ling about without employment.

Having disposed of his money in safe keeping, and thought over all matters connected with leaving the country of his birth and the ties of kindred and connexions, and coolly determined to look out for a new settlement, the intending emigrant should turn his attention to the best mode of crossing ; for on his fortunate or unfortunate choice of a vessel or captain depends thirty-five to forty days of comfort or annoyance : it behoves him, therefore, to look well to this matter. It is not always the nearest port or the cheapest offer that proves the best to select. In most of the small sea-port towns of the United Kingdom the vessels are small, and the competition not sufficient to ensure civility, low rates, and good accommodation.

The first precaution of an emigrant is to avoid

being "caught and booked" by the numerous land-sharks, disreputable brokers, shipowners, or the "touters," who infest all our ports and docks, as well as not to be taken in by deceptive ship-bills, advertising their vessels of 300, 400, or 500 tons *burden*, whilst perhaps they are little more than 200, 280, or 320 tons *register*. Apply, then, to the most respectable agents, brokers, or owners; and if the accommodations of the vessel satisfy as to height of cabin or between decks and cleanliness; let him strike a bargain as soon as he can, and prefer the earliest sailing vessel in the spring; taking especial care, however, to demand from the captain or broker an engagement in "black and white," as to the time of the ship's sailing, with an agreement, that for every day that she is detained, he shall live on board at the ship's expense, or be allowed 1*s.* or 1*s.* 6*d.* a day to provide himself; and also, that on arriving at her port of discharge, he shall be allowed forty-eight hours, if necessary, for landing. If the ship carry a surgeon, so much the better; but a few shillings laid out in simple opening medicines can never be ill spent. A little medicine a day or two previous to the ship's sailing, or whilst going down the river, is often found useful.

Ships for passengers are generally fitted up for two classes; namely, cabin and steerage; the first having convenient berths or "*state-rooms*" for families, and being provisioned by the captain:

in regular traders both the accommodation and fare are excellent, and the rate from 20*l.* to 30*l.* each. *Families* may, however, make better bargains.

The steerage, or 'tween decks, is fitted up with small berths for single persons, or larger spaces for families, the passage-money being generally from 3*l.* to 4*l.* 4*s.*; children under fourteen years of age are charged one half; under seven, one-third, and those under twelve months, free. The charge for provisions is generally from 3*l.* to 4*l.* for the voyage.

Some vessels of large size and superior build, which have been heretofore in the West or East India trade, are fitted up for "*intermediate*" passengers, who take separate state-rooms, by special agreement, and find their own provisions: this is by far the most comfortable and inexpensive mode of transport for respectable families, to whom economy is a paramount object, and the separation from steerage passengers a desirable attainment.

Although the number of passengers which a vessel is allowed to take is settled by law, there is a great difference in the accommodation afforded in vessels of the same tonnage. By the 9th of George IV., chap. 21, ships are not allowed to carry passengers unless of the height of five feet and a half between decks; nor are more than three passengers for every four tons register per-

mitted. There must be on board at least fifty gallons of water, fifty pounds of bread, biscuit, oatmeal, or bread-stuff, for each passenger; and no part of the vessel's cargo, stores, or provisions to be carried between decks, if the full complement of passengers is taken on board. Masters who land passengers at any other port than the one for which the vessel is destined, unless with their own consent, are subject to a penalty of 20*l.* for each, recoverable by summary process before two justices of the peace, in any of the *North American colonies*.

For the first ten days after getting to sea, landmen generally suffer a good deal from sickness, and during its continuance a very little food is consumed; weak brandy and water, and occasionally (as it abates) a glass of porter, are very grateful to the stomach. The sea-sickness once over, all is health, appetite, and spirits; the various incidents of the voyage are very amusing; to most of the passengers they are even exciting as well as entertaining. After being fifteen or twenty days out, the ship will probably be within the influence of the gulf-stream, which will be known by the large quantity of weed floating in the current and the increased heat and moisture of the atmosphere; a little cooling medicine, or a jug of salt water, may not be amiss. The ship is by this time "half-seas over."

If going to Quebec, you will now be approach-

ing the banks of Newfoundland ; should the wind be lulled, will perhaps be catching your own cod-fish, and observing occasionally the slimy track or the spouting of a whale. In fact, when once the sickness is over, there is much to break the *ennui* and apparent sameness of the situation ; the rising and setting sun ; the brilliancy of the night ; falling-stars ; the sporting of schools (shoals) of bonitos ; the occasional falling on board of a flying fish ; land birds settling on the rigging so fatigued as to be caught by the sailors ; dolphins racing as it were with the vessel, leaving their long blue tracks behind them ; the brilliant and beautiful, but yet unexplained phosphoric phenomena of the waves ; the various curious and minute animals found in the gulf-weed, when fished up and shaken into a basin of water, all these afford pleasure to the inquiring mind.

In the Gulf of St. Lawrence numbers of 'finners,' a small species of whale, will be seen spouting about in every direction. Perhaps some of the white porpoises, said to be peculiar to the gulf, will also play around the vessel.

Byron, with more of the licence of a poet than the truth of a naturalist, has described these salt water inhabitants as sporting in the fresh waters and falls of Niagara !

On sailing up the *St. Lawrence* the passenger will be struck with the magnitude of the river, the boldness of the mountain scenery on the north

shore, and the novelty of the forest-covered landscape. When within 200 miles of Quebec, the white houses and long barns of the French inhabitants will be seen almost within hailing distance of each other. These humble but interesting mansions are the abodes of peace and content; a more decent, respectable, and happy peasantry than the "habitans" of lower Canada does not exist, when placed away beyond the reach of *agitators*. Attached to each house will be observed an oven erected of stones, and covered with the mud of the St. Lawrence, under which will probably be found the pig-stye. Here and there a lofty pole, surmounted with a tin cock, shews the residence of the officer of militia; for even here a "little brief authority" is valued. To those properties close to the water will generally be observed weirs of basket-work stretching along the shore, to catch various fish and eels at the falling of the tide: occasionally large quantities are thus caught.

Among the many customs peculiar to these people is one so singular, and, at the same time so amiable, that the writer cannot resist introducing it to his readers. It is the custom of "*donnèing*," that is, of parents, as they become advanced in life, giving up possession of their house and property to their family, on condition of receiving, during the remainder of their life, board and lodging, a cabriolet to take them to and

from church, a certain small allowance of pocket-money, &c. &c. This is done by a regular deed, in which all the little necessaries and comforts to which they have been accustomed are enumerated; and on neglect of such provision, the young people may be legally sued; seldom, however, does such a necessity exist. With much satisfaction does the writer recollect the hospitality he received from the family of Richard Rioux, seigneur of that "ilk," when, in a dismal stormy night, he was taken out of an open boat, near Trois Pistoles, by a cart and horse driven to the boat by the son of the Seigneur, well conversant with the rocks and holes, in which boat the party must otherwise have "borne the pelting of the pitiless storm," till day-light. These good people had been awoke by the firing of our signal-gun, and instantly prepared fire, food, and lodging for the benighted strangers, whom they were preparing to rescue.

Pleasant is the reminiscence of the respect paid to the aged couple who occupied the best apartment of the house, (all of which opened out of the hall or general family-room,) and still more the placid look of these "*lodgers*" in their own house and among their own children, going "down the hill" till they should "lig thegither at the foot," like John Anderson and his wife.

The Catholic churches will now appear at every distance of six miles, the steeples covered

with tin reflecting with brilliancy the rays of the sun ; for such is the clearness of a Canadian atmosphere that the tin does not rust, and, till lately, it was the universal covering of large buildings.

On approaching *Quebec*, the emigrant should arrange his trunks and baggage in as small compass as possible, and get them in order for going on shore. If the ship goes to a wharf, the landing is of course a matter of ease, particularly if they wait for a proper period of the tide to bring the ship's side even with the wharf. If, on the contrary, she anchor in the stream, settlers should not be in a hurry to get into the boats :—numerous are the accidents arising from a foolish haste on these occasions. Especial care should also be taken that his property of all kinds is in the same boat, or left on board properly marked, under the care of some known friend. Should the weather be wet, foggy, or stormy, remain on board till it changes. Passengers are allowed to remain on board forty-eight hours ; and this is not unfrequently a great advantage, as they may land, make inquiries, and arrange for further proceedings, and then return and sleep on board. Captains are bound to land passengers, and their luggage free of expense.

The same caution as to bad characters and sharpers, and the allurements of vice, is here

quite as requisite as in London before embarking.

The man of small means should never forget the necessity of husbanding his resources, and of avoiding all unnecessary expense, particularly that of riotous and sensual indulgences. It may be necessary to caution some persons against the too free use of the water of the St. Lawrence ; it is particularly pleasant to the palate, after sea-allowance, but apt to disagree with strangers.

Those in *bad health*, or suffering from accident, will find immediate care and attention at the *Emigrant Hospital*, at Quebec or Montreal ; institutions that do honour to the colony.

If English money is required to be exchanged, they should go either to the banks or most respectable merchants, and trust not the proffered kindness of some port-lounger, or cunning tavern-keeper. Money in *Canada* is reckoned in what is called *Halifax currency*, 9s. sterling being worth 10s. currency ; the dollar is the coin in general circulation, and is reckoned as 5s. ; besides this greater value of money in currency than sterling, there is an exchange when bills of any amount are drawn on *Great Britain*, varying with circumstances, but during the last two years it has averaged about eight per cent ; so that 100*l.* in England, if drawn for in *Canada*, would command 120*l.* currency in Canada. The gold sovereign is therefore worth from 23*s.* 6*d.* to 24*s.*

there. To bring *sterling money* into *Halifax currency* add one-ninth, and *Halifax currency* into *sterling money*, subtract one-tenth.

In the United States the currency is somewhat perplexing to a stranger, and difficult to reckon when passing from one state to another. The money of accounts is the dollar divided into cents. The dollar is worth 4*s.* 6*d.* British sterling at par, but the rate of exchange varies: at present it is at 1 per cent. discount,* that is, 99*l.* sterling in New York is worth 100*l.* in England! A cent is just about a halfpenny.

	£.	s.	d.
The dollar in the currency of New York and North Carolina, is divided into	0	8	0
Of Philadelphia	0	7	6
Of Boston	0	6	0
A guinea in the currency of New York is worth.	1	17	4
Of Philadelphia	1	15	0
Of Boston	1	8	0

To reduce sterling money into dollars and cents at par, multiply the sterling money by

* The exchange from New York on England has for several years averaged nearly 10 per cent. premium. At this time great distress exists throughout the Union, by the *arbitrary* and impolitic interference of the government with the banking business of the country, and exchange has fallen as above noticed: the effect produced has had certain influence upon Canada, which had recently recovered from a shock produced by the uncalled for *meddling* of our home government with the banking affairs of the colony.

forty dollars and divide by nine pounds, and *vice versa*. Gold is not used in circulation, but generally taken as bullion, at the price of the day. When it is necessary to carry even a small amount in dollars, it is very troublesome, 100 dollars being only 22*l.* 10*s.* sterling. With kind attention to travellers, this trouble is seldom imposed, as the principal and almost universal circulating medium is paper, which is issued from the numerous banks in three various values, from *one dollar* upwards. The multiplicity of banks, and the different degrees of credit they enjoy with the public, has made it necessary to keep a kind of price-current of their value, which is published weekly, and their different notes taken or refused at certain discounts, from one per cent. upwards. It is by no means uncommon to see notices at the money-changers, or by advertisement, "Notes of broken banks bought here." Indeed it has been said, that this system has been found so profitable as to induce some banks to break and buy up their own notes.

In Canada *this* confusion and *risk* happily does not exist, though the system of reckoning money by the New York currency of eight shillings to the dollar appears to be almost established in the Upper Province.

It cannot be too strongly recommended to emigrants, whether they intend to gain their livelihood by labour, or to become farmers by pur-

chasing lands from the *Canada Company*, or the *British American Land Company*, not to lengthen their stay at Quebec or Montreal one hour beyond the time necessary to make proper enquiries and gain sufficient knowledge to reach the place of their destination. A greater error cannot be committed than wasting time, which necessarily implicates loss of money, at sea-ports on arrival. Farming land, in the vicinity of such places, is never likely to be found at a price worth purchasing, and any wild lands are sure to be in reality worthless.

In the Lower Province there is plenty of employment for the hard-working labourer, either upon public or private works, and many find it immediately on their arrival at Quebec. There can be no doubt but that the "*British American Land Company*" will have constant employment, at good wages, in *road making*; a kind of labour simple and easy for the newly arrived emigrant, requiring little learning. By the earnings from such employment, he may shortly be enabled to purchase land of the Company, by paying a small portion of the purchase-money down, with a credit of four, five, or six years for the remainder by instalments.

To the agent of this Company we would therefore recommend application.

I shall continue these remarks in my next.

LETTER V.

MR. EDITOR,

IN resuming my remarks upon the best course for emigrants to pursue on their arrival out in *Canada*, I must forcibly endeavour to impress upon all new settlers the value of time ; not a moment must be lost ; every exertion must be made to avert the curse and misery of idleness, and the mind must be fully and resolutely bent on pursuing a course of severe labour and some privation, increased perhaps by the novelty of his situation and the absence of his accustomed companions ; but he may be assured that in the end he will meet his reward in plenty, comfort, and independence.

The opinions which some persons have formed of the state of Canada, as to its rudeness and the infancy of its civilization, are so singularly absurd that it may not be trespassing too much upon the nature and object of this publication to remark, that Canada, particularly the lower province, has not been neglectful of the general interests of humanity, nor of the advantage of cultivating the arts and sciences ; the following lists, to which additions are making annually, will show

that there is field enough for the employment of the mind in this comparatively new country.

Some of these institutions merit particular notice, which cannot be given in so condensed a work as the present; among these the *Literary Society of Quebec*, and the M'Gill College, and Natural History Society of Montreal.

Quebec.

College of Quebec.

Royal Institution for the Advancement of Learning.

National School Society.

District School Society.

British and Canadian School Society.

Quebec Library.

Quebec Garrison Library.

Literary and Historical Society.

Society for the Encouragement of Arts and Sciences.

Mechanics' Institute.

Medical Society.

Christian Knowledge Society.

Wesleyan Methodist Missionary Society.

Agricultural Society.

Hotel Dieu, or General Hospital.

Emigrants' Society.

Benevolent Society.

Friendly Society.

Charitable Institution.

Female Compassionate Society

Society of Friends of Ireland.

Jail Association.

Temperance Society.

Savings' Bank.

Masonic Lodges.

Trinity House.

Fire Society.
 Quebec Fire Insurance.
 Quebec Bank.
 Committee of Trade.

Montreal.

M'Gill's College for the various Branches of Learning.
 College of Montreal.
 National Society.
 Union School.
 Grammar School.
 British and Canadian School.
 Sunday School Society.
 Infant School Society.
 Montreal Library.
 Advocates' Library.
 Eclectic Library.
 Society for the Promotion of Education and Industry.
 Ladies' Society for the same.
 House of Industry Society.
 Christian Knowledge Society.
 Bible Society.
 Religious Tract Society.
 Ladies' Bible Association.
 Glasgow Society, for Promoting Religious Instruction
 amongst Scotch Settlers.
 Domestic Missionary Society.
 Wesleyan Missionary Society.
 Medical Institution.
 Agricultural Society.
 Horticultural Society.
 Mechanics' Institute.
 Natural History Society.
 Temperance Society.
 Savings' Bank.
 Friends of Ireland Society.

Montreal General Hospital.
 Hibernian Benevolent Society.
 Orphan Asylum.
 Masonic Lodges.
 Montreal Bank.
 Committee of Trade.
 Inland Insurance Company.
Fox Hunt and Jockey Club.

If, from the recommendations of competent advisers or the settlement of friends, the emigrant determines to make his way to *Upper Canada*, he should address himself to *A. C. Buchanan, Esq.*, the chief government agent for emigrants, or to the office of the *Canada Company*; and having ascertained from them particulars of the situation, soil, and value of the lands, in the district he has fixed upon, he will, of course, proceed up the river *St. Lawrence*, or the *Ottawa*, according to the district he is going to, or the recommendation those gentlemen may point out.

Travelling in Canada is generally in steam boats; the accommodation is excellent, the speed great, and the rates low. However, the progress upwards from Montreal cannot be accomplished without occasionally landing and passing the rapids or other impediments. Up the *Ottawa* to *By-town* this takes place once only, but oftener on the *St. Lawrence* to *York*.

The following are the distances and routes to various parts of *Upper Canada*, where the *Canada*

Company have their lands for sale, the mode of travelling, and rates generally charged :

By the St. Lawrence.

	Miles.	Miles.		Rates have generally been
Quebec to Montreal . .	180	180	Steam-boat	} Five Shillings.
Montreal to Lachine . .	9	189	Stage	
Lachine to Cascades . .	24	213	Steam-boat	} Five Shillings.
Cascades to Coteau du Lac	16	229	Stage	
Coteau to Cornwall . .	41	270	Steam-boat	
Cornwall to Prescott . .	50	320	Stage	} Five Shillings.
Prescot to Brockville . .	12	332	Steam-boat	
Brockville to Kingston . .	60	392	do.	
Kingston to York . .	180	572	do	
York to Burlington Bay	45	617	do.	} Irregular.
Burlington Bay to Niagara	48	665	do.	

From Buffalo to Green Bay.

	Miles.	Miles.	
Quebec to Buffalo about . .	680	680	} Steam-boats. Rates uncertain.
Buffalo to Dunkirk	40	720	
Dunkirk to Portland	14	734	
Portland to Erie	30	764	
Erie to Ashtabula	40	804	
Ashtabula to G. River	33	837	
G. River to Cleveland	30	867	
Cleveland to Sandusky	60	927	
Sandusky to Detroit	80	1007	
Detroit to Fort Gratiot	80	1087	
Fort Gratiot to Michelmackinade	200	1287	
Michelmackinade to Green Bay	300	1587	

By the River Ottawa.

	Miles.
Quebec to Montreal	180
— St. Eustache	201
— St. Andrews	225

	Miles.
Quebec to Chatham . . .	228
— Grenville . . .	240
— Petite Nation . . .	270
— By-town . . .	308
Through the Rideau Canal to Kingston	438

The Canada Company's agents contract for forwarding parties intending to settle on their lands at rates considerably lower than an individual can accomplish: the same will, no doubt, be done by the "*British American Land Company*."

If, however, he intends fixing himself in the nearer settlements of the *Lower Province*, where as good and perhaps cheaper wild lands are to be found, he can address himself, as before, either to Mr. Buchanan, or to the *office of the "British American Land Company,"* and will then be informed how to reach the Eastern Townships and St. Francis Territory by the shortest roads and the best conveyance; either by striking off from Quebec, following the Craig road to Ireland, and then by the Shipton or Dudswell road to the river *St. Francis*; or which at the present time is perhaps more desirable, by taking the steam-boat to Three Rivers, and thence proceeding by land along the banks of the *St. Francis* to *Sherbrooke*; the expense being, from Quebec to *Sherbrooke* by the latter route about 3*l.* currency for a family of six persons, and the time required three days.

But it is highly probable that arrangements may have been made by the agents of the

“*British American Land Company*” for some shorter and cheaper conveyance ; Lord Aylmer having had a new route surveyed, by which he contemplates a much shorter communication with the Company’s purchase ;* the greater part of the distance being water-conveyance through a continuation of small rivers and lakes.

From Quebec to the “*British American Land Company’s*” lots and the St. Francis territory may be stated as from 80 to 100 miles ; but there is every reason to believe that shorter routes and navigable rivers will have been marked out by the Company’s surveyors, for opening better and shorter communications. Upon these works the labourer can meet with ready employment at good wages, whereby he may save enough means, and gain sufficient knowledge of the habits and agriculture of the country, to enable him to purchase and settle on lands under the Company. Wages are generally agreed for with food also. They vary in these districts from 12*l.* to 36*l.* by the year, or 25*s.* to 30*s.* per month, exclusive of board, the rate depending upon character, habits, experience, and abilities : the newly-arrived emigrant of course, from his unacquaintance with the mode of working, getting the low wages ; and the active, laborious, and experienced workmen from the United States, or the older British emigrants, securing the higher,

* See Report, in the Appendix,

Daily wages about 3s. 9d. a day, during the best part of the season, without board, and 2s. 6d. with board.

To those who have the means of purchasing and settling at once, either on wild lands or improved farms of the company, Sherbrooke is a good point to make, as they may immediately take means for selecting such farms or a location upon a lot of wild land not far distant from already occupied farms.

At present the distances into the *Eastern Townships* and the *St. Francis Territory* are as follows :

	Miles.
From <i>Quebec</i> to Leeds	33
— Ireland	50
— Dudswell	85
— Eaton	105
— Clifton	115
— Hereford	132

From <i>Quebec</i> to Richmond	100
— Lennoxville	102
— Sherbrooke	105

From <i>Three Rivers</i> to Drummondville	44
— Melbourne	68
— Sherbrooke	95
— Lennoxville	98
— Compton	108
— Hatley	115
— Stanstead	129

	Miles.
From <i>Three Rivers</i> to Chambly . . .	18
— St. Cesaire . . .	33
— Abbotsford . . .	39
— Granby . . .	48
— Shefford . . .	62
— Georgeville . . .	91
— Stanstead . . .	104
—————	
From <i>Three Rivers</i> to Richmond . . .	92
— Lennoxville . . .	100

Having fixed upon a lot, let him examine it with care as to soil, situation, and timber; and weigh well its localities before purchasing; and then be equally careful in deciding upon the situation of his house, which ought to be upon a dry soil and elevated situation; as near as possible also to the road or water communication, if there be any.

A proximity to markets is not to be overlooked, but above all, a healthy situation is to be preferred to a few miles of distance. In some parts of the United States considered the most healthy, it is astonishing how many days' labour are lost by actual sickness; and in the southern states on the lines of canals the mortality is frightful. Even in most parts of Upper Canada the settler has to go through what is called a seasoning; in other words, a few severe fits of fever and ague, or bilious and intermitting fever; by which, although life is not shortened, the constitution is weakened, and in the aggregate a serious reduc-

tion is made in the number of his labouring days, during the most active period of the season. This seasoning continues till the constitution becomes what is called "*acclimated to the location.*" Salubrity of situation should be preferred even at some expense of fertility of soil, or proximity of market. A slight elevation, if attainable, is highly useful in admitting a good cellar to be dug under the floor of the house; it is a matter not to be forgotten.

Having provided himself with a few necessary tools and cooking utensils, (they consist of a spade, an axe, a hoe, a set of harrow-teeth, and a brush-scythe, as will be hereafter more particularly noticed,) he must then lay in a stock of food: the cheapest and best will consist of salted pork, flour, peas and beans, potatoes, and dry fish.

I would here observe, that as the settler cannot depend upon a crop the first season, he must be able in some manner to provide otherwise for his family, at least until September of the following year. A method will hereafter be pointed out whereby this may be partially or wholly effected, provided the emigrant should have continued health, of which in the eastern townships and St. Francis territory he need not be afraid.

He must now (unless able to hire a man for a few days) get the assistance of some one or more of his neighbours to put up a log-house, having previously dug out a cellar to be under the floor,

for preserving roots, &c., from the frost: the house will be covered with bark, which is taken from the adjacent trees: two stout men will effectually do this in two weeks, so as to render the family comfortable.

In the mean time, (should they be found upon the spot,) a few poles erected and covered with bark, which can be done in half a day, will screen them from rain and sun, and will be found sufficient protection in that climate for the short time required.

If an emigrant has no spare cash to pay for this labour, he will work an equal number of days for his neighbour; a system of reciprocity not unusual, and exceedingly valuable.

An oven of stone and clay, which he will find a common appendage to a house, can be put up in one day by the farmer without assistance.

After his family are housed as well as circumstances will admit, he must, with his axe, which will cost him 7s. 6d. on the spot, (let him by no means carry an English axe, as they are not to be compared in material or shape to a Canadian one,) cut into the forest with all his might and main. In the first place, cutting down close to the soil the small trees, and cropping the brushwood with a scythe made in the country, called a brush-scythe, costing 5s. The large trees are then to be cut down as close to the soil as can be done without much increased difficulty, in general

about three feet from the ground ; the limbs must be cut off, letting them lie as they fall : a little observation of others will teach him to make them fall in one direction. Sometimes the large trees may be made to fall by cutting round the roots, and thus pulling up the stumps. Here and there it may be thought worth while preserving a few trees : if this were more generally done, the cleared country would be much improved in appearance.

If the emigrant settle on his land early, say by the 1st of June, and the summer be dry, he may set fire to his chopping in September, which will burn all the trunks and small timber ; the large logs should then be cut off in lengths of 12 feet, and hauled or rolled into such heaps as may be convenient, and burned, excepting those useful for splitting into rails for fencing, or the purpose of further buildings. The timber most adapted for such purposes will easily be pointed out by the neighbours. White pine is used for the floors and inside work, as well as for those purposes where it is actually wet, as water-courses, &c. Hemlock-spruce is considered strong and durable if used unsawn ; cedar still more so : the two last are particularly in request for fencing, and are almost imperishable. It may here be mentioned, that the same prejudice against white pine, which is so much talked of in this country, does not exist in Canada, where it is usually worked up

for water-courses or flumes, (or "*dalls*," as they are called,) from saw-mills. A principal cause of its being obnoxious to dry-rot here is the rapid manner in which building is carried on, and houses covered in without regard to proper seasoning of the materials; which are immediately covered with an impenetrable varnish of paint, preventing the sap from drying *outwards*, which therefore commences decomposing the fibre of the wood itself.

At a public granary in the vicinity of London, some very extensive buildings have been erected of this very wood, which, though they have been standing above 20 years, are still in perfect repair. The cause of such perfection will be found in their having remained two years exposed to the weather so as to get perfectly dry before painting.*

The *red pine of Canada* is now universally agreed to be *the same* timber as what is called *Memel or Baltic*, and as good in every respect for every purpose.

The *ashes* are to be saved for making *potash* unless the price is so very low that it is thought preferable to keep them as manure for India.

* At some recent sales of wrecked cargoes of timber, on the coast of *France*, the *white* pine actually sold at higher prices than the *red*. The fact is, that the wood is singularly valuable for those purposes to which it *ought* to be applied, and its misapplication ought not to be brought as a charge against it.

corn : they will yield on an average ten hundred weight to an acre, and ought to be worth from 12*s.* 6*d.* to 15*s.* the cwt. on the spot. To convert these ashes into salts, he will have either to purchase for 2*l.* each, or hire for the season at 10*s.* one or more large iron kettles called potash-kettles, and can himself make some back tubs, or purchase them at 3*s.* 9*d.* each. An American backwoodsman would support his family of six from the proceeds of the ashes, and save something in addition ; but a European, to whom all this is new, and to whom such apparently small matters might be thought hardly worth notice, could scarcely expect to do this. However, at the worst, the proceeds would go some way towards providing necessaries for the family. These ashes are housed, or rather put into cribs made of logs, and covered with bark ; and being thus safe, are worked up during the autumn (or fall, as it is called) and winter, as the emigrant may find time. It is to be regretted that the use of soda and other substitutes has so lowered the price of ashes at this moment as to reduce considerably the value of the above estimate.

I observe the following notice on *ashes* in my commonplace-book when in Canada.

Pot and pearlashes are part of the staple produce of this country, but the price in England has for a few years been so low as to offer but little inducement for extended manufacture in situa-

tions remote from cheap transport. The great improvement in chemistry of late years, and the reduction of the duty on salt, have offered substitutes whenever the article rises beyond a certain price.

Potash (so termed from the large pots or kettles in which it is manufactured) is a substance found in the ashes of all vegetables growing at a distance from the sea. It is extensively used for many purposes in the arts and sciences, being necessary in the making of glass, in bleaching, in soap-making, and also in medicine, where it is employed in many different forms, and under various modifications. It has been called at different times "kali," "vegetable alkali," &c. but is known in commerce and in the operations where it is most abundantly used as "potash."

Although found in the ashes of all vegetables similarly placed beyond the influence of the sea air, it is, nevertheless, more abundant in some plants than others. Wormwood and some other herbaceous plants, such as potato-tops, &c. furnish a large proportion; next to these, the leaves of some trees and shrubs contain it in abundance, and after these, the different kinds of timber of *American* forest trees. The following trees give a progressive increase: maple, oak, elm, hickory, beech.

In general the ashes of hard wood contain more *Potash* than those of the softer kinds. The method

of manufacturing it is as follows: the wood or vegetables being burnt, the ashes are collected into large wooden vessels, called "leach-tubs," having moveable bottoms at a small distance from the true bottoms, to admit a portion of quicklime being introduced between them; the upper or moveable bottom is placed at a small angle with the lower, in order to facilitate the draining off the fluid. Water is then poured upon the ashes in the tub, and after being allowed to stand for some time to dissolve, the saline matter is drained off by an orifice in the bottom. A second or third portion of water, generally hot, is now poured on, and being suffered to stand as before, is also drained off. In this manner the ablution is continued until it passes off without taste or colour. The drained fluids are then mixed together, and called ley, and put into a large kettle and boiled until the water is evaporated. The saline mass remains in the bottom, and is called "black salts." In this state the potash is mixed with a certain portion of vegetable matter, &c., requiring a further operation to fit it for market. The impure salts are therefore put into an iron pot, or kettles, subjected to a strong heat, to melt them and burn away such impurities as are combustible; from whence it is thrown, while in a state of fusion, into smaller vessels, termed "coolers," where it concretes into hard, solid masses, and is packed in barrels for

market. The following table of the respective quantities of pure potash, and foreign substances contained in a given weight, is by the celebrated Vanquelin :

	Real Potash.	Sulphate of Pot.	Muriate of Pot.	Insoluble Matter.	Carbonic Acid & Water.
Pearl Ashes	754	80	4	6	308
Russian Potashes . .	772	65	5	56	254
Dantzic Ashes . . .	603	152	14	79	304
American Potashes . .	857	154	20	2	119
Potashes of Treves . .	720	165	44	24	199

The quantity he used was 1,152 parts, by which table it appears that the American article has the greatest proportion of real potash. The substance called "*Pearlashes*," is nothing more than the potashes as above made, refined to a certain degree, by being put into vessels for the purpose, and submitted to an intense heat until melted. They are then thrown on iron plates, and allowed to cool and harden. This process burns away such vegetable matter as may remain after the former process ; it improves the colour, and changes the appearance of the ashes, making them white, rough, and powdery. The pearling also diminishes the caustic property of the potashes, and is necessary to prepare potash for some purposes.

With this preparation the land is sufficiently cleared and fit for the seed the following spring. As to the stumps of the trees still standing, they are of little impediment or hinderance to the

cropping, the various kinds of grain growing luxuriously between them.

In the course of the winter, *seed* must be provided, which is always to be found in the country. A set of *harrow-teeth* must be purchased, and will cost in the vicinity 15*s.*; they should be driven through a piece of timber formed from the crotch of a small birch tree. A *hoe* to each effective hand at 3*s. 9d.* each, and a *shovel* at 4*s.*, will comprise all the tools necessary at present. As much of the land as will answer (and it is presumed that a good dry spot has been selected) should be sown with *Wheat*, as this is the most profitable crop. *Surface-draining* is not sufficiently attended to in general, a little care is recommended to it.

Wheat should first of all be sown on the driest ground, before the 15th of May, or as soon as the ground becomes dry on the surface: it will require 1½ bushels of seed, costing on the spot 7*s. 6d.* currency the bushel. The harrow will immediately follow, drawn by a pair of oxen; for the labour of which 3*s. 9d.* per day will be paid in cash or otherwise. One acre per day may well be harrowed, which completes the process until cutting.

This crop will be ready for harvesting in August, when at least 20 bushels per acre may be expected, worth 6*s. 3d.* per bushel: 30 or 40 bushels by no means uncommon, even whilst the stumps are standing.

Any of the ground cleared which may be found too wet for wheat, may be sown with *oats* or *turnips*. *Oats* may be sown as late as the 20th of June, but are better earlier. This crop does well enough among the stumps, but poor watery land should be avoided. In general, as compared with English crops, it is very inferior; but as the wheat is sure to monopolize the best lands, it has scarcely a fair chance: it will yield at least thirty bushels per acre, worth 1s. 6d. each, and its harvest is in September. The same observations apply to rye, avoiding clays and wet land.

One acre of the dried ground should be reserved for *Indian corn*, and another for potatoes. These crops may be planted from the 20th of May to the 10th of June, and potatoes even some days later: from four to six quarts of Indian corn will plant an acre. It suffers but little from the stumps of trees, and thrives particularly well where the ashes of the burned trees have been left. The meal of this corn is much used as porridge or stir-pudding, and in various other ways, and the cob or ear is considered a dainty when boiled green: it will produce thirty bushels in September, its general value 3s. 9d. per bushel.

Potatoes are dug up in September, and are generally worth 1s. 6d. per bushel. The produce is very large.

Barley requires a good mellow soil, but it is by no means so desirable a crop for a settler to

attempt as wheat or other grain ; neither is *buck-wheat*, for which, however, the soil is generally well adapted.

For *Turnips* the ground should be cleared with more care than for some other crops : a soil too moist for wheat or other grain will suit them, and they will grow well among the logs ; they are apt to be attacked by the fly, as in this country, particularly if sown so early in the season as to present its young leaf before any other sweet herbage is out to divide the attraction ; they should be sown from the 15th to the 20th of June. They will be gathered in October, yielding two hundred bushels, worth 1s. each.

It frequently happens that double the quantity of each of these crops is produced, and the prices vary considerably. From the hitherto want of easy and cheap conveyance, more grain is sometimes grown than a market has been found for : in such cases it is given to the cattle and swine ; but the improvement of roads and waters of communication will for the future ensure a certain and constant market at Quebec and Montreal.

The quantities and prices are here given as a fair average.

Hops grow to admiration along the river St. Francis ; and were the duty in England moderated upon those of colonial growth, might be advantageously imported on failures at home ; but excepting upon such occurrences, they could not

bear the heavy charges of inland carriage and sea transport. *Hemp* might be grown to any extent, but that the expense of bracking mills is too great for the farmers of the district to engage in. Government too has most strangely done away with the *protecting duty*, by which it had been attempted and hoped that we might have become independent of Russia for a supply.

There is no doubt that *beet-roots* of different kinds might be cultivated to the greatest advantage; but at present the rearing of cattle has not been taken up to so great an extent as to have rendered their introduction necessary, in a country so peculiarly adapted to grazing and hay farming.

Pease succeed well on light dry soil, and occasionally fetch a high price for export; the same may be said of *beans*. All kinds of *garden vegetables* may be raised to any extent wanted; but *carrots* and *parsnips* require the earth to be loosened deeper than suits the convenience of settlers, and are better deferred till the land is prepared for such culture.

To secure the crops of wheat, corn, and oats, a log-barn must be erected in the course of the second summer, laid up and covered like the house, and at about the same expense of labour.

The root crops will be buried in the earth for preservation during the winter, except what can be put into the small cellar under the house.

The oats and corn-fodder will be sufficient for one or two cows during the winter. All these are to be accomplished by a settler of the humblest means, if his heart be in the right place.

Here then, sir, I must for the present conclude, promising that but a few further short remarks will be all that, on this interesting subject, I purpose to intrude upon your useful columns.

LETTER VI.

MR. EDITOR,

I PREFACE my closing hints upon the best course which emigrants to our North American colonies should pursue, by remarking that political economists have never truly appreciated the value of colonies to the mother country. The certain and extensive field they open for the profitable employment of her capital and labour, at a period of a depressing competition at home, and prohibitions or excessive fiscal regulations abroad, cannot be denied.

Even going no further than this, it must be a shallow policy which would neglect possessions of such inestimable value. But I venture to maintain, that a commercial intercourse with a

colony possesses advantages over one with foreign independent states. With the former our trade is secure, and mutually conducive to the common interests of the colony and the parent state ; whilst the latter is almost wholly at the mercy of the policy and caprice of foreign governments, who can at any time prohibit the entry of our vessels and manufactures or produce into their ports, or load them with duties, and harass them with vexatious regulations and port-charges, till both are constrained to give way to the vessels and manufactures of that particular country. *Reciprocity* is a fine and a fair word, but in the modern acceptance of it, we must not look for its meaning in Johnson or Bailey. With these undeniable reasons for upholding the advantages of a colonial trade, I return to the point from whence I have digressed.

I left in my last the settler at the close of his first humble harvest, from which time he must go on clearing as much more land as possible, and the following spring lay down a few acres of grass to provide for his cattle.

It has been already stated, that the soil and climate of the eastern townships are peculiarly favourable to *grazing and hay*. In a few years the stumps left on the first clearing for agriculture are easily taken out ; (the period varying with the description of tree ;) and the land then becomes most excellent pasture. The *supply* of

the markets of *Montreal* and *Quebec* with *live cattle, butter* and *cheese* is almost exclusively confined to the township farmers. Beef and pork are also salted and prepared for the same places.

The raising of live-stock is considered the most profitable branch of farming, but the Upper Province is, by its distance from markets, debarred of much of the benefit.

Here, as in most parts of America, *salt is given to cattle* in considerable quantities. In a state of nature, the cattle of this country have constantly frequented the *Salt-licks* as they are called; and the bones of all the original animals are still found, lying under the soil in the vicinity of these salt-springs.

If a person going upon land can purchase a good milch *cow and calf*, it would be well; the cost in spring would be *5l.*: the calf should be kept a few days in a pen, which will be an inducement for the cow to come up at night. After which the calf will be killed and eaten by the family; the cow will run at large, having a bell hung round her neck, and will find plenty of food in the woods: and should no fodder be raised the first year, she may be sold in the fall at from *3l.* to *3l. 15s.* A *pig* should also be kept. This will comprise all the stock that a farmer with small means should attempt to keep the first year.

He may, shortly after this, commence raising

Horses, as it is called. A very useful description is bred here in considerable numbers, and find a vent in both the Canadian and United States' markets. They are in great request in our West India islands, and *a very profitable colonial trade in them was established, till the Americans were allowed free trade with the islands.* The justice and wisdom of this policy has never been understood by our brethren in Canada, who have cried out loudly against this interference. Indeed, it does not appear that the Americans had any just grounds to expect any such boon to be extended towards them, after the famous correspondence of the late Mr. Canning, who, of all our ministers, appears to have most thoroughly appreciated the American character.

The long journeys which these horses perform, would astonish many of our horse-keeping gentry at home. Sixty, seventy, or eighty miles a day, is not uncommon in winter, over the snow, in a sleigh; and their hardihood is equal to their endurance, as they may be found standing in the market-places, or waiting in the open air during divine service, with long icicles* hanging from their rough coats. *Sheep* are not raised to any great extent, although that dire complaint, the *rot*, is unknown. And *wool* fetches a high price, for the domestic manufactures of the inhabitants. Among the French *habitans* of the seignories, a great part of their domestic furniture and clothing

is manufactured at home. I have indeed seen women spinning yarn from wool, which has cost them 2s. 6d. per lb., whilst Leeds blankets could have been bought at 2s. The farmers say that the women and girls must be occupied; but they too frequently miss the most useful mode.

Bees thrive well, and a good deal of *wild honey* is gathered; it sells at about 4d. per pound. A grand substitute for West India *sugar* is found in the juice of the *maple-tree*. On the first appearance of spring, when the sap begins to rise, the trees are tapped, and the sap being led into bowls, is afterwards boiled to a solid consistence, and then clarified; some families make enough for their entire consumption: it sells from 3d. to 6d. per lb. Bouchette, in his great work, states, that 24,329 cwts. is made in the *Lower Province* alone.

Very little *furniture* will be absolutely necessary, more than the farmer may make upon the spot; and whatever may be found wanting, can easily be obtained in the country. The buildings described will answer well for five years; when sufficient ground will have been cleared to enable the farmer, from the profits of his produce, to make any additional conveniences he may require: with industry and frugality, he will then have become quite independent.

Those with sufficient means will find that a good framed house, barn, and out-buildings, well

furnished, may be had in the townships for from 200*l.* to 500*l.*, according to the situation and state of the buildings, and the fancy of the person wanting them.

In thus describing the emigrant's manner of proceeding, I have presumed him to be possessed of small means only, even so low as 20*l.* or 25*l.* clear to begin with, if *sober*, active, and persevering.

On the other hand, should he have plenty at command, every possible convenience in a new country may be enjoyed, and his lands may soon be brought into cultivation. It will be more advisable for a person possessed of sufficient means to purchase a farm already cultivated, rather than enter upon so novel and laborious a task as subjecting the forest appears to be, and no doubt actually is, to a European on his first settlement. With natives of the United States or Canada it is altogether different.

There is no doubt but that such farms partially cleared, will be found among the detached lots for sale by the *British American Land Company*; and settlers should make enquiry respecting them at the Company's Offices in Quebec or Montreal, or of the principal district agent in the townships.

In the *Lower Province* the farmer may work his land from the 1st of April to the 1st of November. When the *snow* is once down, much of

the labour of farming ceases. Winter is, however, in this province, a very *healthy season* and by the old inhabitants considered their holiday time. When not employed in dragging timber or other heavy articles, the moving of which is materially assisted by the snow, they drive their hardy horses incredible distances in sleighs, or sledges, (as already observed,) the want of roads not being then discernible; for the snow, once beaten into a track, becomes by far the best and easiest road either for horse or driver.

On the establishment of the *frost*, a certain quantity of live stock should be killed; as they will keep fresh for many weeks, even for months, and thus save the expense of forage.

During the severity of the season, milk may be carried to market in sacks. And in some parts, the French population on the banks of the St. Lawrence break the ice, and catch astonishing quantities of small fish, called *Tommy Cods*, which freeze the moment they are taken out of the water, and in this state are occasionally given as food to cattle. It may appear strange, that after being in this frozen state for some time, on being put into cold water and thawed they again exhibit life.

I have said nothing about *Game*; for although there are deer, bears, wolves, foxes, martins, moose, and squirrels in the forest, the hunting them is very different from game sporting in

England: and although it may not be amiss to possess a fowling-piece or a rifle, a fondness for the use of one is too apt to draw the farmer away from more useful employment. Woodcocks and snipes are abundant in certain situations. Pheasants and partridges (different from ours) are found; they both roost on trees. Quails following cultivation are beginning to appear. Pigeons are at some seasons *surprisingly* abundant; flights for miles in length darkening the atmosphere are occasionally seen.

The *rivers*, and particularly the lakes, abound with varieties of excellent *fish*, most of which are different to those of Europe. *Trout*, as large as twenty or thirty pounds weight, are not uncommon, and salmon is abundant. *Eels* too abound, and are pickled in large quantities for winter food.

One of the main advantages of settling in the *Lower Province* is the *remarkable healthiness* of the climate, though that of the Upper Province and the United States is more pleasing. However, as the heat of the summer is greater than a settler from England has been accustomed to, it may be well to caution him, if he wishes to preserve his health, to adhere to a rigid system of temperance. It will require some self-denial in a country where whisky can be procured at 18*d.* the gallon. Working in the sun without a covering to the head is to be avoided; and should

a feeling of lassitude be experienced a little opening medicine and a day's rest out of the sun, will bring him round, or prevent an illness.

It is well to have the beds or sleeping berths well raised from the ground.

To conclude.—It may appear strange, that where there are so many pretensions advanced in favour of the "*Eastern Townships of Lower Canada,*" a soil bearing the strictest comparison with Upper Canada as to productions, but with a surface far more diversified, and therefore capable of being turned to a better account; far superior as a grazing country, and grazing considered the most profitable agricultural pursuit; in water as well if not better supplied than the Upper Province; offering more available sites for grist or saw-mills; with taxes less, (*road-duty being the only one,*) and laws the same; with register-offices established, by which all uncertainty as to titles of land is removed, and the certificate-fee being *only one shilling*; with *schools* in every township having the requisite population; a surface-soil admitting of the *best roads*, at a smaller expense than the Upper Province; *a distance* from Quebec, not exceeding *one-sixth* of the *districts* to which most settlers find their way;—*it may appear strange, I say, that this fine country should have hitherto remained unknown to our emigrating population.* The fact is, that till

within three years it may be said to have been inaccessible.

The frontier on the river St. Lawrence has, from the time of the occupation of the country by the French, been constantly inhabited by their descendants in "*seignory*;" preserving their own language, manners, customs, and laws; the latter long since obsolete even in France, from whence they were derived.* A ruling faction of these parties in the House of Assembly is said to have been adverse to the introduction of British emi-

* Perhaps no country was ever so tenderly handled by its conquerors as Lower Canada. I bear willing testimony to the simple manners, the kind-heartedness, and the cheerful contentedness of the *habitans*, or French farmers; and have to regret that a small party of vain and factious demagogues should have been for years endeavouring to make them believe themselves miserable and oppressed. Upon this point, an American gentleman, Professor Silliman, of Yale College, thus writes:—

“ It is questionable whether any conquered country was ever better treated by its conquerors than Canada. The people were left in complete possession of their religion and revenues to support it—of their property, laws, customs, and manners; and even the defending their country is without expense to them: and it is a curious fact that (unless there were other counterbalancing advantages) so far from being a source of revenue, it is an actual charge upon the treasury of the empire. It would seem as if the trouble and expense of government was taken off their hands, and as if they were left to enjoy their own domestic comforts without a draw-

grants and settlers; and perhaps, above all, the want of roads and water-communications, as well as of a register-office—all these matters have presented a barrier through which the *unaided* emigrant could with difficulty make his way. *The aid so long required* is at length offered by the establishment of the *British American Land Company*; all obstacles will shortly be removed, and within a few years this fine country will receive its due share of British population, British capital and British feeling.

The *Colonial Office* and the *governor of Canada* have at length duly *appreciated* the value of the operations of this Company, and are desirous of giving full effect to its intentions.

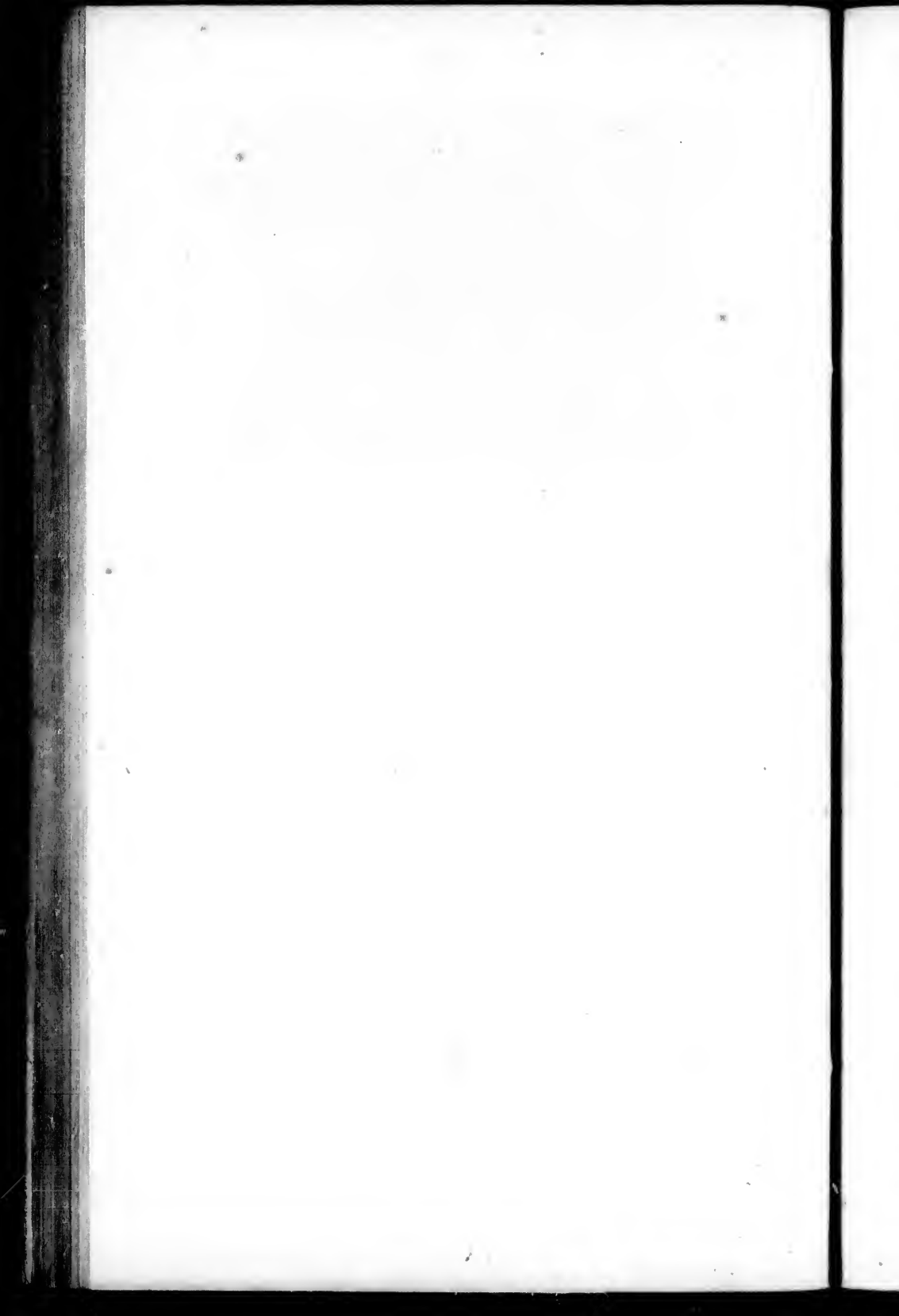
“back. Such is certainly the appearance of the population, “and it is doubtful whether our own favoured communities “are politically more happy; they are not exposed in a similar manner to poverty and the danger of starvation which “so often invade the English manufacturer, and which, aided “by their demagogues, goad them on to every thing but open “rebellion.

“Lower Canada is a fine country, and will hereafter become populous and powerful: especially as the British “and Anglo-American population shall flow in more extensively, and impart more vigour and activity to the community. The climate, notwithstanding its severity, is a good “one, and very healthy and favourable to the freshness and “beauty of the human constitution. All the most important “comforts of life are easily and abundantly obtained.”

To this district, then, are invited those who contemplate emigration to our North American possessions; and to them we wish the happy results detailed in the following detached lines extracted from a beautiful poem, called "The Rising Village," written by Oliver Goldsmith, a descendant of the author of "The Deserted Village," and published in 1820, with a Preface by the Bishop of Nova Scotia, and in imitation of his much-admired namesake, is addressed to the author's brother:—

"When looking round, the lonely settler sees
 His home amid a wilderness of trees;
 How sinks his heart in those deep solitudes,
 Where not a voice upon his ear intrudes—
 Where solemn silence all the waste pervades,
 Heightening the darkness of its gloomy shades;
 Save where the sturdy woodman's strokes resound,
 That strew the fallen forest on the ground.
 See from their heights the lofty pines descend,
 And, crackling down, their ponderous lengths extend:
 Soon from their boughs the curling flames arise,
 Mount into air and redden all the skies;
 And where the forest late its foliage spread,
 The golden corn triumphant waves its head.
 His perils vanquished and his fears o'ercome,
 Sweet hope portrays a happy, peaceful home;
 On every side fair prospects charm his eyes,
 And future joys in every thought arise.
 His humble cot, built from the neighbouring trees,
 Affords protection from each chilling breeze;
 His rising crops, with rich luxuriance crowned,
 In waving softness shed their freshness round:

By nature nourished, by her bounty bless'd,
He looks to Heaven and lulls his cares to rest,
Where the broad firs *once* sheltered from the storm,
Soon, by degrees, a neighbourhood they form;
And as its bounds each circling year increase,
In social life, prosperity and peace,
New prospects rise, new objects too appear,
To add more comfort to its humble sphere.
Now in the peaceful arts of culture skilled,
See his wide barns with ample treasures filled;
Now see his dwelling, as the year goes round,
Beyond his hopes with joy and plenty crowned."



APPENDIX.

IN addition to three Notices addressed to emigrants, and published by authority, the writer has thought it might be desirable to add a few Tables, showing the nature and extent of the trade of Canada with the mother country. In these days of *statistical* learning they may, by some persons, be thought worth notice.

ADVICE TO EMIGRANTS TO QUEBEC.

For the Information of Emigrants.

Office of His Majesty's Chief Agent for the Superintendence
of Emigrants in Upper and Lower Canada.

Quebec, July 16, 1833.

THERE is nothing of more importance to emigrants, on arrival at Quebec, than correct information on the leading points connected with their future pursuits. Many have suffered much by a want of caution, and by listening to the opinions of interested, designing characters, who frequently offer their advice unsolicited, and who are met generally about wharfs and landing places frequented by strangers. To guard emigrants from falling into such errors, they should, immediately on arrival at Quebec, proceed to the office of the chief agent

for emigrants, in Sault-au-matelot-street, Lower Town, where every information requisite for their future guidance, in either getting settlement on lands, or obtaining employment in Upper or Lower Canada, will be obtained *gratis*. On your route from Quebec to your destination, you will find many plans and schemes offered to your consideration; but turn away from them, unless you are well satisfied of the purity of the statements: on all occasions, when you stand in need of advice, apply to the government agents.

Emigrants are informed, that they may remain on board ship forty-eight hours after arrival; nor can they be deprived of any of their usual accommodations for cooking or berthing during that period; and the master of the ship is bound to land the emigrants and their baggage, *free of expense*, at the usual landing places, and at seasonable hours.

Should you require to change your English money, go to some respectable merchant, or the banks: the currency in the Canadas is at the rate of 5s. the dollar, and is called Halifax currency:—at present the gold sovereign is worth 24s. currency, in Montreal; in New York 8s. is calculated for the dollar: hence many are deceived, when hearing of the rates of labour, &c.: 5s. in Canada is equal to 8s. in New York; thus 8s. New York currency is equivalent to 5s. Halifax currency.

Emigrants who wish to settle in LOWER CANADA, or to obtain employment, are informed that many desirable situations are to be met with. Wild lands of superior quality may be obtained by purchase, on very easy terms, from the Commissioner of Crown-Lands, or the British American Land Company, in various townships in the province; and good farm labourers and mechanics are much in request, particularly in the Eastern Townships, where also many excellent situations and improved farms may be purchased from private proprietors. At the Chambly Canal, many labourers will find immediate employment. In every part of Upper Canada the demand for labourers and mechanics is also very great. All labouring emigrants

who reach York, and who may be in want of immediate employment, will be provided with it by the government. The principal situations in Upper Canada, where arrangements are made for locating emigrants, are in the Bathurst, Midland, Newcastle, Home, London, and Western Districts. Settlers with means, will have opportunities of purchasing crown-lands in several parts of the province, at the monthly sales; information of which may be obtained on application at the crown-land Office, York, or to A. B. Hawke, Esq, the government agent for emigrants there, to whom they will apply on arrival, for such further advice as they may require. Government land-agents are stationed in the

Ottawa and Bathurst Districts, Mr. M'NAUGHTON, By-town.

Midland District, Mr. M'PHERSON, Napanee.

Township of Seymour, MAJOR CAMPBELL.

Newcastle District, Mr. M'DONALD, Peterborough.

Home District, Mr. RITCHIE, Township of Sunnidale.

London Districts, Mr. MOUNT, Caradoc.

And Mr. H. J. JONES, Sarnia, Western District.

Wild lands and improved farms can also be purchased in almost every district from the Canada Company, and private proprietors.

Emigrants proceeding to Upper Canada above Kingston, either by the Ottawa or St. Lawrence route, are advised to supply themselves with provisions at Montreal, such as bread, tea, sugar, and butter; which they will purchase cheaper, and of *better quality* than along the route. They are also particularly cautioned against the use of ardent spirits or drinking cold river water, or lying on the banks of the river, exposed to the night dews; they should proceed at once from the steam-boat at Montreal, for Lachine, eight miles above, from whence the Durham and steam-boats start for Prescott and By-town daily.

Emigrants will obtain from Mr. John Hays, the government agent at Lachine, such advice and assistance as they may re-

quire; and they will find there a convenient barrack log-house, where those wishing may remain for the night, and avoid exposure and the expense of lodgings. Mr. John Patton, the government agent at Prescott, will render every advice and assistance to emigrants.

Labourers or mechanics, dependent on immediate employment, are requested to proceed immediately on arrival into the country. The chief agent will consider such persons as may loiter about the ports of landing beyond *one week* after arrival, to have no further claims on the protection of his Majesty's agents for assistance or employment, unless they have been detained by sickness or some other satisfactory cause.

A. C. BUCHANAN, Chief Agent.

Routes to the principal Settlements, &c. in Lower Canada.

District of Quebec, south side of the St. Lawrence, township of Frampton, and Kenebec road, thirty-six miles from Quebec, by Point Levy.

Craig's Road and Settlements, &c.—From the market-slip in the Lower Town of Quebec, ferry-boats go daily, as the tide suits, to St. Nicholas, twelve miles up the river, on the south side, where Craig's Road begins, which leads to Richardson's Tavern, in the seignior of St. Giles, thirty miles from Quebec, to New Argyle, in the seignior of St. Croix, eight miles further, and to the settlements of Ulster, Yorkshire, Dublin, and New Hamilton, in the thriving township of Inverness, by the new road on your right hand, as you pass Richardson's Tavern. Continuing on Craig's Road, twelve miles beyond Richardson's, brings you to the thriving township of Leeds, eight miles further to New Ireland, thence on to Chester, Dudswell, Tingwick, and Shipton. Craig's Road is pretty good about sixty miles from Quebec, beyond which it is not passable for carriage transport.

Eastern Townships of Lower Canada, and the St. Francis

Territory.—The present route is by Three Rivers, ninety miles above Quebec, by steam-boat : here cross the St. Lawrence to the south side, and proceed to Sherbrooke, by Nicolet, La Baie, and Drummondville ; or you may proceed to Sorel, forty miles above Three Rivers, on the south side of the St. Lawrence, and there disembark. A good road leads from Sorel to Sherbrooke by Yamaska and Drummondville. *Sherbrooke* is the capital of the Eastern Townships, and is surrounded by thriving villages and settlements, where industrious farming labourers or mechanics are much in request.

Chambly is about forty miles from Sorel, and eighteen from Montreal, on the south side of the St. Lawrence ; this route leads you to St. César and Yamaska Mountain. Chateauguay, Godmanchester, and Sherington, are from twenty-five to forty miles from Montreal, south side of the St. Lawrence. Conveyances daily by steam from Lachine.

On the north side of the river St. Lawrence, in the district of Quebec and vicinity, are the settlements of Beauport, Waterloo, Stoneham, Tewkesburry, Velcartier, Jacques Cartier, Deschambault, Port Neuf, &c. and twenty miles further, that of St. Ann's.

In the vicinity of Three Rivers and Berthier, farming emigrants may settle to much advantage. New Glasgow, in the seigniority of Terrebonne, lies north of Montreal. Persons bound to the townships bordering on the Ottawa river, particularly Hull, Lochabar, Templeton, &c. will take their route and departure from Montreal and Lachine, and proceed by the usual conveyance.

In various situations in Lower Canada, on both sides of the St. Lawrence, there are many excellent farms and lands to be obtained: the names of the proprietors, &c. may be known on application at this office.

Routes to the principal places in Upper Canada are as follows :

Quebec to Montreal, by steam-boats.—Montreal to Kingston, by Prescott.

From ditto to Kingston, by By-town and the Rideau Canal.

From Prescott, steam-boats and sailing schooners ply daily to Kingston, the Bay of Quinte, Coburgh, Port Hope, York, Hamilton, St. Catherine's, and Niagara. From St. Catherine's you may pass through the Welland Canal to Lake Erie and the Western Townships: and from Chippawa, above the Falls of Niagara, steam-boats and sailing schooners are to be met with, plying to all parts of the shores of Lake Erie. If you are going to Perth or New Lanark, or the vicinity, disembark at Prescott, or proceed by way of By-town on the Ottawa. Emigrants going any where beyond York, or to the Home or Western District, will in general find it their interest to take that city in their route. If for By-town, Grenville, Horton, or other settlements on the Ottawa river, you will proceed from Lachine by the usual conveyances. The total expense for the transport of an adult emigrant from Quebec to York, and the head of Lake Ontario, will not exceed from 20s. to 22s. 6d. currency, or 18s. or 19s. sterling.

ADVICE TO EMIGRANTS TO NEW YORK.

For the Information of Emigrants arriving at New York, and who are desirous of settling in Canada.

THERE is nothing of more importance to emigrants, on arrival in a strange country, than correct information on the leading points connected with their future pursuits. Many have suffered much by a want of caution and by listening to the opinions of interested and designing characters, who frequently offer their advice unsolicited, and who are met generally about wharfs and landing places frequented by strangers.

To guard emigrants from falling into such errors, these instructions have been prepared by His Britannic Majesty's Chief Agent for the superintendence of emigrants in Upper and Lower Canada. At New York, and on your route to your destination, you will find many plans and schemes offered to your consideration, by persons assuming the character of land and emigrant agents, without any responsibility or authority; (whose object is their own gain,) frequently misleading the credulous stranger; but turn away from all such persons, unless you are well satisfied of the purity of their statements. When you require advice at New York apply at the office of His Britannic Majesty's Consul, Law Buildings, Nassau Street, between the hours of ten and one o'clock, daily, (Sundays excepted.) Mr. Buchanan, the Consul, will obtain, for all industrious emigrants who are *positively* determined to settle in the Canadas, permission to land their baggage and effects free of Custom-House duty or inspection. Should you require to exchange your money, go to a respectable merchant, or the banks, or be directed by the Consul. The currency in New York is calculated in dollars and cents, also, in shillings and pence. One hundred cents is the current value of the American or Spanish dollar, and $12\frac{1}{2}$ cents is equal to what is called a *York shilling*, and eight such shillings equal to five shillings, Halifax currency, or one dollar. The currency in the Canadas* is at the rate of five shillings the dollar, and is called *Halifax* currency: at present, the gold sovereign is worth twenty-four shillings currency, in Montreal. The American bank-notes most current in Canada, are those of the United States Bank, the State Bank of New York, any of the chartered banks of the city of New York, and the Bank of North America, at

* In almost every part of Upper Canada, west of York, the *New York* currency is more in use than the Halifax or Canada: that is, the *York shilling* is worth $7\frac{1}{2}$ *Canada* currency, you will therefore mind the distinction in your dealings, by asking the Currency meant. Halifax currency is however the currency recognized by law throughout the Canadas. The American shilling varies in value in almost every State.

Philadelphia. In sending letters from New York to Canada, it is necessary to pay the American postage; and when in Canada, the postage to the American frontier must in like manner be paid when the letter is put into the Post-Office. Until emigrants are thoroughly acquainted with the custom of the country, it is best that they should apply to the Post-Master for information on these points. Emigrants wishing to obtain fertile lands in the Canadas, in a wild state, by purchase from the Crown, may rely on every facility being afforded them by the public authorities. Extensive tracts are surveyed and offered for sale in Upper Canada monthly, and frequently every ten or fourteen days by the Commissioner of crown-lands, at upset prices, varying according to situation from 7s. 6d., Halifax currency, to 25s. per acre. In *Lower Canada* the Commissioner of crown-lands at Quebec, puts up lands for sale, at fixed periods, in various townships, at from 2s. 6d. to 12s. 6d. Halifax currency, per acre, payable by instalments. Wild lands or improved farms may also be purchased from the Upper Canada Company, or the British American Land Company, on very easy terms; and those persons wanting improved farms will find little difficulty in obtaining such from private proprietors. On no account enter into final engagements for your lands or farms *without personal examination*, and be certain of the following qualifications:—

1. A healthy situation.
2. Good land.
3. A pure spring, or running stream of water.
4. In the neighbourhood of a good moral and religious state of society, and schools for the education of your children.
5. As near good roads, and water transport as possible; saw and grist mills.
6. A good title.

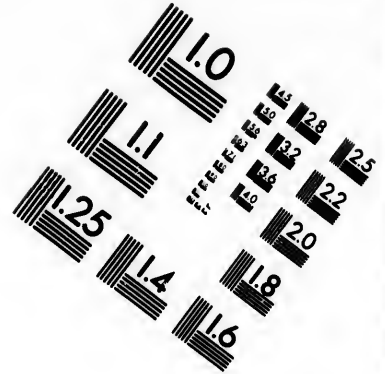
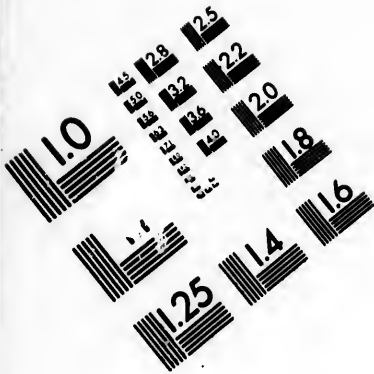
These advantages you can obtain in the Canadas with more ease to yourself and family, and with prospects of as good

success and sure independence, as perhaps in any other portion of the American continent : besides, you have the British laws and constitution to which you have been accustomed, with the full benefit of all your industry, and that in a country free to all denominations of Christians, and less burdened with taxes than any other on the face of the globe. Information can be obtained respecting the country and the lands to be disposed of in the several districts, by applying to the different agents, or the Commissioner of crown-lands in Upper Canada. The Chief Agent will consider such persons as may loiter about the ports of landing beyond one week after arrival, to have forfeited all claims for assistance, or employment, from the public authorities in Canada, unless they have been detained by sickness or some other satisfactory cause.

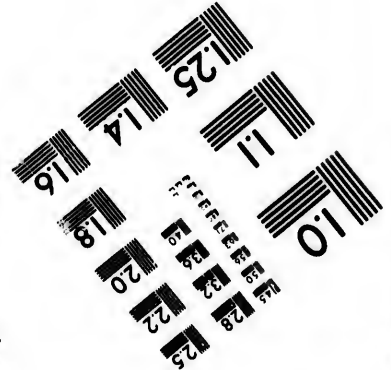
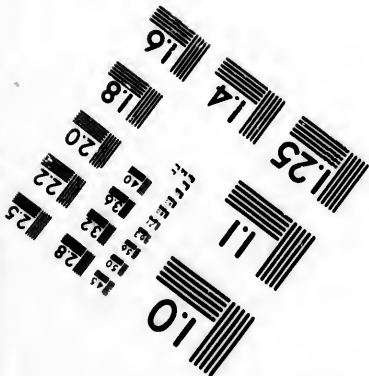
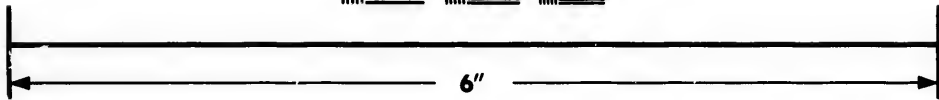
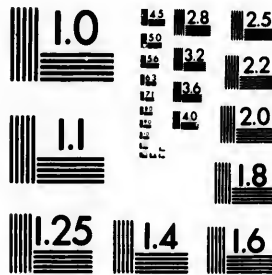
When you have arranged all your business at New York, put up your baggage in as small a compass as possible, marking each package with your name, and where going; carrying nothing with you but your personal necessaries, to avoid the expense of transport, as every thing you may require, including foreign luxuries, can be purchased in Canada as cheap as in most provincial towns in England or Ireland. You will proceed by steam-boat to Albany, where the great Erie, or Western Canal commences, on which you will be conveyed as hereafter stated, to Oswego or Buffalo. The rate of passage from New York to Albany varies from one to three dollars, exclusive of food, and according to accommodations. Emigrant families may get cheaper by some of the steam-boats, as *deck passengers*. If you require any advice at Albany, apply to Mr. Charles Smith, a very extensive forwarding agent to Canada : he will advise you (*gratis*) on the most economical plan for proceeding by the canal-boats or stages which start at frequent periods of the day.

There are three classes of canal boats by which passengers may proceed ; the first is called packet-boats, which start from Schenectady (sixteen miles by land from Albany) every morn-





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ing and afternoon ; rate of going, four miles per hour, including stops: passage with board and lodging, $3\frac{1}{2}$ cents per mile, (less than two-pence sterling.) The second class is called line-boats which start from Albany and Schenectady, rate of going two miles and a half per hour, including stoppages ; passage, 1 cent per mile, without board ; with board $1\frac{1}{2}$ cents and sometimes, from opposition, less. Third class are freight-boats ; rate of going about two miles per hour, in which families may be conveyed on cheaper terms : yet I would in general advise passengers (as their circumstances may admit) to proceed either by packets or line-boats : the packets are neatly fitted up, and the fare excellent. Large families and steerage passengers in general go by the line-boats, in which they may victual themselves, or are boarded by the captain very comfortably, and on moderate terms. Stages leave Albany daily, for Oswego and Buffalo, the charge is about 5 cents per mile, (or from $2\frac{1}{4}d.$ to $3d.$ sterling ;) rate of going, five to seven miles per hour. From the great confusion and hurry at Albany, Schenectady, Utica and other places on the route, it behoves passengers to look sharp after their baggage.

Emigrant families who intend victualling themselves, will supply themselves at Albany with tea, sugar, bread and butter, &c. on cheaper terms and of a better quality than along the route of the canal. Avoid exposure at night and drinking cold water when heated, (*attend to this particularly when at New York,*) and be cautious when the canal-boat is passing *under bridges*, as the height from the deck to the arch is seldom more than eighteen inches or two feet, thereby causing many serious accidents every season to persons who may happen to be on deck or to have fallen asleep, by their getting bruised between the boat and the bridge when passing under. To those who wish to proceed to any part of Upper Canada west of Kingston, and bordering on Lake Ontario, or to the Bay of Quinte, or the districts of Newcastle, York, Hamilton, or Guelph, or the line of the Welland Canal or Niagara, the route

by Oswego will be the most direct and desirable, when the steam-boats are calling regularly at the latter place, and which can be ascertained at the Consul's office in New York, by a reference to the New York Newspapers; or at Albany, to Mr. C. Smith. Those who go by Oswego must proceed no further by the Erie or Western canal than *Syracuse*, 171 miles from Albany, and sixty beyond Utica: at Syracuse they run off to the right, by a branch canal, to Oswego, distance forty miles. The steam-boat, *Great Britain*, calls this season at Oswego once a week, (Sundays,) for the conveyance of passengers to Kingston, Coburgh, York, or Niagara, and the United States; and others from Ogdensburg, going up the Lake to York and Niagara, call three or four times a week. Sailing schooners depart almost daily from Oswego to Niagara, St. Catherine's and through the Welland Canal to Lake Erie. At Oswego Mr. Bronson will give every information emigrants may stand in need of. Those destined to the Grand River, Port Stanley, Talbot Settlement, the London district and situations contiguous to Lake Erie and St. Clair, will go on to Buffalo by the Erie Canal. From Buffalo steam-boats and sailing schooners ply daily to all the principal landings on the American and Canada shore of Lake Erie; rate of passage moderate. Those wishing to cross to the Niagara frontier, Canada side, from Buffalo, can do so every half-hour at the ferry at Black Rock, about one mile and a half from Buffalo, and fourteen above the great Falls of Niagara. From Chippawa two miles above the great Falls, the British steam-boats, *Adelaide* and *Thames*, make regularly weekly trips to the head of Lake Erie on the Canada side, calling at Black Rock and Buffalo each way.

Stages are continually going from the ferry on the Canada side, to the City of the Falls and the town of Niagara on Lake Ontario; from whence a steam-boat proceeds to York every day, except Sunday, at half-past twelve o'clock. Steam-boats plying to all parts of Lake Ontario are to be met almost daily at Niagara.

Route from New York and Albany, by the Erie Canal, to all

parts of Upper Canada west of Kingston, by the way of Oswego and Buffalo :—

New York to Albany,	160 miles,	by Steam-boat.
Albana to Utica,	110 miles	by Canal or Stage.
Utica to Syracuse,	55 do.	do. do.
Syracuse to Oswego,	40 do.	do. do.
Syracuse to Rochester,	99 do.	do. do.
Rochester to Buffalo,	93 do.	do. do.

Total expense from Albany to Buffalo by canal, exclusive of victuals for an adult steerage passenger—time going, about seven or eight days—three dollars, sixty-three cents. Do. by packet-boats and found, twelve dollars and a quarter; six days going.

Do. Do. by stage, in three and a half and four days, thirteen to fifteen dollars.

Do. Do. from Albany to Oswego, by canal, five days going, two dollars and a half.

Do. Do. by stage, two days, six and a half to seven dollars.

No extra charge for a moderate quantity of baggage,

Route from *New York to Montreal, Quebec* and all parts of *Lower Canada* :—

New York to Albany, one hundred and sixty miles by steam-boat, one to three dollars, exclusive of food.

Albany to Whitehall, by canal, seventy-three miles, one dollar; stage three dollars.

Whitehall to St. John's, by steam-boat, board included, cabin, five dollars. Deck passage, two dollars without board.

St. John's to Laprarie, sixteen miles per stage, *5s. to 7s. 6d.*

Laprarie to Montreal, per ferry steam-boat, eight miles, *6d.*

Montreal to Quebec, by steam-boat, one hundred and eighty miles, cabin, found *20s.* Deck passage, *not found, 7s. 6d.*

Those proceeding to the Eastern Townships of Lower Canada, in the vicinity of Sherbrooke, Stanstead, &c. &c., will proceed to St. John's, from whence good roads lead to all the settled townships eastward. If they are going to the

Ottawa river, they will proceed from Montreal and Lachine, from whence stages, steam-boats, and batteaux, go daily to Grenville, Hull, and By-town, as also to Chateauguay, Glengarry, Cornwall, Prescott, and all parts below Kingston.

Emigrants can avail themselves of the advice and assistance of the following Gentlemen:—

At Montreal, Carlisle Buchanan, Esq., or at the office of the British American Land Company.

Lachine, John Hays, Esq.

Prescott, John Patton, Esq.

A. C. BUCHANAN,

Emigrant Department,

Chief Agent.

Quebec, 1st October, 1833.

LORD AYLMER'S REPORT.

Report on the Survey of the Water Communication between Quebec and the River St. Francis.

THE Governor in Chief, on a tour of inquiry through the townships on the Craig Road, in the course of last summer, passed some time in examining the lakes in Halifax and Ireland, and the stream which conveys their waters to the River Becancour.

The settlers residing on the banks of the lakes informed his lordship that the Indian hunters, who frequent the sources of these waters, sometimes came down in canoes from the Great Lake St. Francis, by taking advantage of the smaller lakes or ponds which lie between the head-waters of the St. Francis River and the streams which flow into the lakes in Ireland. They described the route in general as practicable for canoes, and even for larger boats; but somewhat obstructed by rapids, and having several portages between the lakes; at the same time it was represented as being susceptible of great improvement; and in the popular opinion, it had long been thought an eligible line for a canal from the Lake St. Francis to the River St. Lawrence.

The opening of an easy water communication between Quebec and the unexplored country on the banks of the River St. Francis being an object of great interest with Lord Aylmer, the favourable accounts given of this route by the inhabitants in Ireland, attracted much of his attention. In pursuing the inquiry, however, it became evident that great part of the route followed by the Indians passed through a broken and elevated region, and was too circuitous and difficult to promise any great facilities in reaching the country on the banks of the St. Francis, to which it was desirable to penetrate.

It was expected, that in exploring the country below the discharge or outlet of the Great Lake St. Francis, a more direct and practicable line would be discovered; and, upon the whole, the information obtained was so encouraging, that Lord Aylmer determined on having the intermediate country carefully examined and the character of the streams fully ascertained by actual survey.

His lordship accordingly directed a surveyor to ascend the stream traversed by the Indians, pursuing that route to its junction with the St. Francis, and to return by the best channel he might discover between that river and the lakes in Ireland. Instructions were given to take the necessary levels, and to form an estimate of the expense of making the streams practicable for scows, or boats capable of conveying from four to five tons of loading.

The result of the survey has completely confirmed his lordship's expectations. It has been ascertained, by the discovery of a channel through an arm or branch of Lake Aylmer, an (extension of the River St. Francis,) that a direct, and with moderate outlay, a very practicable water communication can be effected from the Falls of the Thames in Inverness to the Rapids on the St. Francis in Weedon, a distance of more than 82 miles, without any other interruption than a portage of $3\frac{3}{4}$ miles, over the height of land between Black Lake and Black Creek, on ground which will admit of an excellent road.

The distance from Quebec to the commencement of the water communication in Inverness is $42\frac{1}{2}$ miles, of which 32 miles are land carriage, on a road running through a level and practicable country, and of which the last $12\frac{1}{2}$ miles only require to be completed, being already opened and passable for winter carriages.

The accompanying plan exhibits the whole line of communication commencing at Quebec and terminating at Sherbrooke, the details of which are as follow :—

	Miles.
From Quebec to St. Nicholas—conveyance by water	11
From St. Nicholas to the Falls in Inverness—land carriage	$31\frac{1}{2}$
From the Falls in Inverness to Black Lake Portage—conveyance by water	$48\frac{3}{4}$
From Black Lake, over the Portage, to Black Creek—land carriage	$3\frac{3}{4}$
From Black Creek to the Rapids in Weedon—excellent water conveyance	25
From Weedon to Sherbrooke—water conveyance, with some interruption from rapids	—

When the small obstructions in the rivers shall be removed, and the necessary repairs to the roads and portages be completed, the whole journey from Quebec to Lake Alymer can be accomplished by emigrants with baggage in two and a half or three days; and there is every reason to believe that the expense will be very light, as it is ascertained that the cost of conveyance to any point on the contemplated line of communication which is at present accessible, will not exceed one-fourth of the rates now paid.

The route to be taken by emigrants will be as follows :— On leaving Quebec the traveller will cross the St. Lawrence to St. Nicholas, on the south shore, for which the horse ferry-boats afford a cheap, safe, and expeditious conveyance; charging only fourpence per head for passengers, and at the rate of *Gd.* a barrel for luggage :—distance 11 miles.

From St. Nicholas to the Falls in Inverness, the journey will be performed by land, the road for $31\frac{1}{2}$ miles running through a level country, requires only moderate draught, and the single horse Canadian carts will convey a load of 8 cwt. in one day, at the cost of about 13s.

The water communication commences at the Falls. It will be effected in scows or boats carrying about four tons. It will take two days to reach Trout Lake, in Ireland; the expense not exceeding 9d. per cwt. for loading, and in proportion for passengers. At present it is not possible to convey goods thus far, nor to bring down produce under 5s. per cwt. At this point the settler destined for the townships south of the Craig Road, and upon parts of that communication, will disembark:—the distance from the Falls is 35 miles.

From the Trout Lake to the Black Creek on Lake Aylmer, the water conveyance is interrupted by a portage of $3\frac{1}{4}$ miles; but the distance, being only $17\frac{1}{2}$ miles, will be accomplished in one day, at the expense of from 3d. to 5d. per cwt.

On reaching Lake Aylmer, there is an uninterrupted navigation, descending by the stream of the St. Francis for 25 miles; and the communication by water continues, with slight obstructions, which it is expected can be removed at a moderate expense, to Sherbrooke, at the distance of 68 miles from the portage, and in the centre of the eastern townships.

On reaching the portage between Black Lake and Black Creek, the traveller finds himself on the high ground, or height of land separating the two water communications. The surface of Black Lake is elevated 153 feet above the Falls in Inverness on the one side, and 43 feet above the waters of Lake Aylmer, in the opposite direction. Lake Aylmer, in itself, is situated on a plateau of considerable extent, below the level of the Great Lake St. Francis, whence it receives its waters by the river of that name, which rushing impetuously through a broken and rocky channel, descends 104 feet in a distance of only six miles. The Lake, which is an expansion of the

River St. Francis, is succeeded by several smaller sheets of water, all of great beauty, and affording singular facilities for establishment on the surrounding lands.

It is difficult to estimate the importance of this line of transit to the city of Quebec and the townships that will be brought into ready communication with the great shipping port of the province; the immediate advantage that it presents is the facility of penetrating into an extensive and fertile portion of the country, which has been, until this moment, inaccessible, and almost unknown; thus affording to British emigrants a field in which they can be located within a few days after their arrival, without fatigue, and at small expense, enabling them to husband their means, and profit by the saving of time, which is so precious to the new settler in his first establishment.

The revolution of a few years will probably exhibit this communication laden with the products of their industry, seeking their natural vent in the market of Quebec.

Office of Crown Lands,
Quebec, 10th December, 1833.

His Excellency the Governor has ordered the Plan to be deposited in the Office of Crown-Lands, where it will be open for the inspection of all persons who take an interest in the subject.

The *Official Tables of Export and Import*, showing the value of and duty on the same for 1833 are not yet published. The value of the preceding year's operations will be found at the beginning of this pamphlet. The quantities of the principal enumerated articles imported by sea to the ports of Quebec and Montreal to the close of the navigation of 1833 are thus stated:—

IMPORTS.

ARTICLES.	1831.	1832.	1833.
Blacking casks	1,913	1,363	912
Bricks	276,000	441,000	533,000
Candles.....boxes	256	809	1,314
Coals	12,772	24,300	21,108
COFFEE,			
Do. bags	67	609	473
Do. barrels	387	399	36
Do. tierces	50	38	1
Earthenware pckgs.	3,561	3,535	3,521
FRUIT,			
Figs..... "	733	2,120	1,292
Almonds "	577	557	427
Raisins barrels	1,173	1,213	2,998
Do. boxes	11,356	9,511	8,646
GLASSWARE,			
Bottles crates	431	595	573
Do. matts	767	545	566
Window-glass .. boxes	10,153	10,764	17,306
Grindstones	2,633	920	1,358
HEMP,			
Do. bundles	152	37	0
Do. tons	149	167	213
Indigo	102	86	36
IRON,			
Flat and Round .. tons	954	695	1,538
Flat..... bars	230,453	183,000	80,223
Do. bundles	15,182	11,764	4,868
Hoop "	12,352	14,253	29,581
Pig..... tons	611	750	1,129
Sheet..... bundles	1,547	2,174	3,437
Canada Plates .. boxes	3,182	2,770	13,564

ARTICLES.	1831.	1832.	1833.
IRONWARE,			
Nails pckgs.	9,644	8,582	12,668
Ovens and Pans	6,931	5,857	15,913
Frying Pans .. bundles	1,034	709	696
Spades & Shovels “	2,715	3,257	2,274
OIL,			
Linseed jugs	1,581	586	313
Do. casks	32	540	835
Olive pipes	10	182	233
Do. boxes	238	496	152
Palm casks	5	63	248
Pepper bags	705	906	1,455
Pimento “	213	70	76
Pipes boxes	3,294	2,178	2,108
Powder pckgs.	1,835	2,877	1,490
Salt tons	10,387	9,083	9,067
Soap boxes	6,314	9,760	14,752
SPIRITS,			
Brandy pipes	476	1,345	1,978
Gin “	553	419	1,263
Rum puns.	12,366	9,549	9,000
Starch boxes	1,455	964	1,191
Tallow casks	240	1,015	881
Tin boxes	5,916	5,531	6,793
SUGAR & MOLASSES,			
Muscovado hhd.	2,830	3,170	2,946
Do. barrels	4,709	3,801	2,166
E. India bags	1,471	1,828	4,630
Refined hhd.	1,087	1,081	1,640
Molasses casks	994	1,228	723
WINES,			
Port pipes	386	438	493
Do. cases	218	304	193
Madeira pipes	271	188	300

ARTICLES.	1831.	1832.	1833.
WINES,			
Teneriffe pipes	256	542	291
Fayal "	6	0	38
Lisbon "	118	10	7
Spanish "	1,246	829	2,465
Sicilian "	90	179	383
Sherry "	64	190	329
Malaga "	21	15	166
French hhds.	21	720	321
Do. cases	668	1,006	886
Unspecified pipes	213	681	638

Principal Articles EXPORTED by Sea, from Canada to the close of the Navigation.

ARTICLES.	1832.	1833.
ASHES — Pot	16,174	23,116
Pearl	7,935	12,909
TIMBER —Deals—pieces	1,673,000	2,100,000
Pine	169,882	168,674
Elm	16,717	10,965
Oak	20,879	23,588
STAVES — To the West Indies	867,000	448,000
“ Other parts	3,526,000	4,142,000
	<hr/>	<hr/>
Total Staves	4,393,000	4,585,000
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WHEAT —To London bush.	122,000	45,000
“ Liverpool	201,000	452,000
“ Clyde	90,000	130,000
“ Other ports	66,000	32,000
	<hr/>	<hr/>
Total Wheat	479,000	659,000
	<hr/>	<hr/>

ARTICLES.	1832.	1833.
FLOUR — To London barrel	12,104	3,813
“ Liverpool	3,831	26,472
“ Clyde	2,153	13,258
“ West Indies	4,920	5,143
“ Other ports and places	21,878	43,707
Total Flour	44,886	92,393
BEEF — To West Indies	2,454	1,483
“ Other places	2,703	3,744
Total Beef. . . .	5,157	5,227
PORK — To West Indies	4,328	3,520
“ Other places	3,712	8,462
Total Pork	8,040	12,382

The Price Current at the end of the season, and remarks on the state of markets may not be uninteresting.

PRINCIPAL IMPORTS OF THE LAST SIX YEARS.

	1827	1828	1829	1830	1831	1832
Wine, Madeira.....	10654	19817	15553	16160	32699	22327 gall.
Port	54887	53236	39394	44909	55619	79592 do.
Teneriffe	35926	106453	24500	66781	29049	94227 do.
Fayal	16292	21270	1971	2092	532	110 do.
Sicil. & Span.	84755	31804	17991	158049	165172	131718 do.
Other kinds ...	31759	26215	55122	58366	66011	62376 do.
Brandy	69996	129396	86907	81629	64215	183613 do.
Gin	60294	90541	13872	67124	73414	60620 do.
Rum	953163	835527	1133158	1449768	1429283	1099578 do.
Molasses	48779	73279	90159	86867	102166	127143 do.
Refined Sugar	455655	641359	629313	561969	1084889	1655348 lbs.
Muscovado ditto	2691748	2187617	4739004	4404190	5936196	5777961 do.
Coffee	159111	214596	70467	211128	119464	174901 do.
Leaf Tobacco.....	88289	62006	85545	55187	119622	125774 do.
Manufactured ditto...	26418	29324	16819			147109 do.
Tea	1044589	660145	12314	73053	587174	963256 do.
Salt	190824	181160	433607	245666	284040	287436 do.
Merchds. paying 2½ p. c. duty	£794,302	£933,021 11 7	£841,403 4 6	£1,183,985 7 2	£1,317,950 10 5	£1,327,369 [14 10 Cy.

PRINCIPAL EXPORTS OF THE LAST SIX YEARS.

	1827	1828	1829	1830	1831	1832
Ashes Pearl	9109 cks.	10455 cks.	9548 bbls.	50917 cwt.	19747	13934 Barls
Pot	17894 do.	22399 do.	23093 do.	134506 do.	30512	26344 do.
Flour	54003	35715	25689	71976	81057	51170 do.
Biscuit	3726	2054	1830	7445	7210	5469 cwt.
Wheat	391420	120112	40462	590101	1329269	657240 mts.
Indian Corn and Meal ...	2345	1144	4315	2422	728	659 bbls.
Pease	31830	21164	12971	17769	7124	365 mts.
Flax Seed	1421	1454	4183	895	70	do.
Beef	5003	5793	7208	4393	5415	5125 bbls.
Pork	7007	12850	11622	11800	8461	9187 do.
Butter	74835	74211	142688	152269	35026	15700 lbs.
Codfish	10241	11333	61684	77441	45367	24404 cwt.
Salmon	642	487	1092	360	688	591 bbls.
Staves, Std. Hhds. & Bbls.	5376548	4111786	7680442	4550042	5551907	4933275 pcs.
Oak	21736	25685	26460	13213	18654	206041 tons.
Pine	86090	110779	183942	160919	194408	194276 do.
Deals, Boards, and Planks	1621648	1518106	1365529	1816714	1862236	1463488 pcs.
Elm, Ash, Maple, &c. ...	10601	10265	182196	12145	13900	20995 tons.

BUILT IN THE PROVINCE in 1825 61 Vessels, 22636 Tons Register
 in 1826 59 17823
 in 1827 35 7540
 in 1828 30 7272
 in 1829 21 5465
 in 1830 11 3059
 in 1831 9 3250
 in 1832 13 3952

1833—Arrivals 1007—Tonnage 271,147—Emigrants 22,062.

CLEARED OUT in 1825 883 Vessels, 227707 Tons, 9684 Men.
 in 1826 801 198948 ... 9057 ...
 in 1827 678 162094 ... 7523 ...
 in 1828 763 191199 ... 8544 ...
 in 1829 995 252867 ... 11372 ...
 in 1830 1052 256448 ... 11719 ...
 in 1831 1180 226296 ... 12569 ...
 in 1832 1094 221653 ... 12611 ...

PRICE CURRENT.

MONTREAL WHOLESALE PRICES.

	January 22, 1834.			
	s.	d.	s.	d.
ASHES,				
Pot, 1st sort, per cwt.	0	0	a	21 3
Pearl	0	0	a	23 6
BREAD,				
Pilot, cwt.	22	6	a	25 0
Newfoundland	17	6	a	0 0
Crackers, lb.	0	0	a	0 4½

	<i>s.</i>	<i>d.</i>		<i>s.</i>	<i>d.</i>
CANDLES,					
Tallow, lb.	0	8½	a	0	0
Sperm.....	2	0	a	2	9
COALS,					
Newcastle, chaldron	25	0	a	27	6
Liverpool	22	6	a	25	0
Scotch	22	6	a	25	0
COFFEE,					
Jamaica, lb.....	1	1	a	0	0
Inferior	1	0	a	0	0
COPPER,					
Bolts, lb.....	1	6	a	0	0
Sheet	1	2	a	1	3
CORDAGE,					
Russia, cwt.....	35	0	a	0	0
Canadian	35	0	a	0	0
FISH,					
Cod, dry, cwt.....	15	0	a	17	6
Herrings, No. 1, brl.....	20	0	a	22	6
No. 2, brl.....	12	6	a	14	0
Smoked, box	4	6	a	5	0
Mackarel, No. 3,	20	0	a	22	6
Salmon, pickled, brl.....	0	0	a	55	0
FLOUR and MEAL,					
Amer. Sup. 196 lbs.	0	0	a	27	0
Can. do.....	0	0	a	28	9
Fine	0	0	a	27	6
Middling	0	0	a	0	0
Pollards	20	0	a	22	6
Rye Flour			none		
Indian Meal, per 168 lbs.	19	0	a	20	0
Oat Meal, cwt.	11	0	a	12	6
FRUIT,					
Almonds, soft shell, lb.	0	9½	a	0	10
Currants, Zante	0	4	a	0	4½

FRUIT,	s.	d.	s.	d.
Figs, lb.	0	4	a	0 0
Nuts, Barcelona....	0	4½	a	0 0
Prunes, French, per lb.....	0	0	a	0 0
Raisins, Muscatel, Box.....	15	0	a	17 6
Bloom	9	6	a	10 0
Malaga, lb. cask	0	3½	a	0 6
GLASS,				
Bottles, Beer, gross	30	0	a	32 0
Wine.....	30	0	a	35 0
Window, 7½ X 8½, 100 feet	30	0	a	0 0
7 X 9	0	0	a	30 0
8 X 10	32	6	a	35 0
GRAIN and SEED,				
Barley, bushel	3	9	a	4 0
Corn, Indian	3	6	a	3 9
Oats	1	8	a	2 0
Pease, boiling	4	6	a	0 0
Rye			none	
Wheat, U. Can, per 60 lbs.	5	6	a	5 7
Mixed	5	3	a	5 4
Red	5	1	a	5 2
L. C. Minot	0	0	a	0 0
GUNPOWDER,				
Canister, lb.	1	6	a	1 8
F. 100 lbs.....	75	0	a	80 0
F. F. 100 lbs.....	85	0	a	90 0
F. F. F. 100 lbs.	95	0	a	100 0
IRON,				
Bar, English, ton.....	£ 11	0	a	0 0
Russian, O. S.....	22	10	a	25 0
Swedes	20	0	a	0 0
Hoop	14	10	a	15 0
Pig.....	£ 7	0	a	7 10
Boiler Plates	cwts. 17	6	a	0 0

PAINT,		<i>s.</i>	<i>d.</i>		<i>s.</i>	<i>d.</i>
Blue, fine, lb.....	0 11 a	0	0		0	0
Green.....	0 9 a	1	3			
Yellow.....	6 9 a	8	9			
White Paint, keg ..	7 6 a	10	0			
Lead, dry White, cwt.	32 0 a	34	0			
Red, dry, cwt.	20 0 a	22	6			
PORTER,						
London, best, doz.....	8 3 a	11	3			
PROVISIONS,						
Cheese, Am. lb.....	0 5 a	0	6			
English.....	0 9 a	1	0			
Beef, Mess, brl.	50 0 a	51	3			
Prime Mess.....	40 0 a	42	6			
Prime.....	33 6 a	0	0			
Cargo.....	25 0 a	27	6			
Butter, Salt, lb.....	0 8 a	0	8½			
Hams, Am.....	0 5 a	0	0			
Lard.....	0 5½ a	0	6½			
Pork, Mess, barrel.....	81 3 a	82	6			
Prime Mess.....	67 6 a	70	0			
Prime.....	56 3 a	57	6			
Cargo.....	51 3 a	52	6			
Rice, South Car. cwt.....	0 0 a	23	6			
SALT,						
Liverpool, bushel.....	1 6 a	1	8			
Lisbon.....	1 10 a	2	0			
SHOT,						
Patent, cwt.	22 6 a	0	0			
SOAP,						
English common, lb.....	0 3 a	0	3½			
Montreal.....	0 3½ a	0	3¾			
SPICES,						
Pepper.....	0 6¼ a	0	7			

		s.	d.		s.	d.
d.	SPICES,					
0	Pimento, W. I., lb.....	0	7	a	0	7 $\frac{1}{4}$
3	SPIRITS,					
9	Brandy, Bordeaux, Gal.....	4	9	a	5	0
0	Cognac	5	0	a	5	6
0	Gin, Hollands	4	6	a	4	9
6	Montreal	3	6	a	0	0
3	Rum, Demerara, 1 a 4	4	1	a	4	3
6	Jamaica 2 a 5	5	0	a	5	3
0	Whiskey, Scotch	6	6	a	0	0
3	Montreal, 1 a 2	0	0	a	0	0
6	STEEL,					
0	English Blister, lb.....	0	4 $\frac{1}{2}$	a	0	0
3	Cast, lb.....	0	11	a	0	0
6	Hoop, L.....	0	8	a	0	0
0	Crawley.....	0	6	a	0	11
6	SUGAR,					
8 $\frac{1}{2}$	Barbadoes, cwt.....	52	6	a	0	0
0	Jamaica	52	6	a	0	0
6 $\frac{1}{2}$	Trinidad.....	51	3	a	0	0
6	Bengal White.....	51	3	a	0	0
0	Mauritius Brown	48	0	a	49	0
6	Brazil.....	0	0	a	51	0
6	Refined Glasgow, single	0	6 $\frac{1}{4}$	a	0	6 $\frac{1}{2}$
6	SPADES and SHOVELS,					
8	doz.....	30	0	a	36	0
0	TALLOW,					
0	American, lb.....	0	7	a	0	7 $\frac{1}{4}$
3	Russian, Y. C.	0	6 $\frac{3}{4}$	a	0	7
0	TEAS,					
3 $\frac{1}{2}$	Twankay, lb.....	2	9 $\frac{1}{2}$	a	2	10 $\frac{1}{2}$
3 $\frac{3}{4}$	Bohea.....	1	11	a	2	0
7	Hyson	4	4	a	4	1
	Hyson Skin	2	10	a	2	14
	Young Hyson	4	3	a	4	0

TIN PLATES,	s.	d.	s.	d.
I. C. box 225	0	0	a	45 0
I. X.	52	6	a	55 0
I. X. X.	62	6	a	65 0
TOBACCO,				
Leaf, U. C. lb.	0	4½	a	0 0
U. S.	0	0	a	0 5½
Plug	0	7	a	0 7½
U. C.	0	5¼	a	0 5
TOBACCO PIPES,				
T D p box.....	21	3	a	22 6
VINEGAR,				
Bordeaux, gal.	1	9	a	2 0
English	1	8	a	2 0
WINES,				
Champagne, doz.	60	0	a	90 0
Claret, hhd.	£8	0	a	12 10
Fayal, Cargo, pipe	0	0	a	0 0
Lisbon	0	0	a	0 0
Malaga	0	0	a	0 0
	£	s.	£	s.
Madeira	40	0	a	80 0
Port	35	0	a	60 0
Spanish, good-red	0	0	a	12 0
Common	10	0	a	11 0
Sicilian	13	0	a	0 0
Teneriffe, Cargo	16	0	a	17 0
Sherry Wine	15	0	to	30 0

MONEY.

Exchange at 60 days, Bank	6 per cent.
Do. Do. Private	4½ a 5 per cent.
Do. 30 days, Government	4s. 1½d.
At New York.....	½ a 1¼ per cent.
Drafts on New York, 3 days.....	2 a 3 per cent.
Gold Sovereigns	23s.
Montreal Bank Shares	125

General Remarks on the Montreal Market for the Season 1833.

IMPORTS.

RUM.—The average consumption of rum in the Canadas is rather over than under 10,000 puncheons; fluctuating materially with a high or low price, and also with the condition in which the harvest leaves the *habitants* to make purchases. The importation of the present year has shown a monthly deficiency, which has caused a regular advance from 2s. 10d., the opening price of Demerara, to 4s. 3d., its closing price, small quantities having been sold as high as 4s. 6d.; Jamaicas, in like manner, have advanced from 3s. 6d. to 5s. 4d. With this range of prices the short supply will be sufficient for the year's consumption, though, we should say, not to leave any stock on hand at the opening of the ports.

SUGAR.—The average consumption of sugar cannot be ascertained with accuracy, as it is continually increasing with the increase of the population of British descent in both provinces. Ten years ago the consumption of Muscovado sugar scarcely exceeded 1,200 hhds, now it is certainly more *than thrice* that quantity. The supply this year is as follows:

West India, (all packages reduced to hhds.)	3,250
East India, (bags do. do.)	580
		3,830

Now the population of British descent, and consuming cane sugars, has increased about eight per cent., including immigration; hence the supply, to equal last year, should have been about 400 hhds more. A deficiency which the import of refined, 1,640 casks, more than makes up.

MOLASSES.—Import, 723 casks. The import is about 300 casks short of the consumption, but the stock on hand must have been considerable, as the supply of last year was excessive. Prices have ranged generally high, and the consumption of the article may be looked upon as increasing.

COFFEE.—The supply of coffee by sea has been small, but a considerable quantity has been imported and smuggled from the United States, still prices have ranged high. The removal of the Crown duty of 7*s.* on coffee imported from the colonies will probably increase both the supply and the consumption. Hitherto coffee has been an article but little attended to.

PIMENTO.—The importation of Pimento has been short for two years; the consequence is, that the heavy stock of 1831, which caused the article to be a complete drug on the market, has been pretty well cleared off; and in the spring the market will be bare. The consumption cannot be estimated at more than 120 to 130 bags.

PEPPER.—The demand for pepper has increased very greatly within the last few years; the present year's importation of 1,455 bags, though a great increase on all previous years, is not sufficient for the demand, and the price is accordingly high; and we should think a supply of 1,800 bags would not leave a very heavy stock at the re-opening of the succeeding year.

INDIGO.—The consumption of indigo in the Canadian markets is trifling, not being more probably than between 60 to 70 chests: this year's importation was only 36 chests, but the stock on hand was large. A small quantity has been sent to the States, so that the market is now quite bare.

SPIRITS AND WINES.—BRANDY.—The consumption of brandy has increased greatly since 1831, but the supply, as not unfrequently happens, has over-run it. Previous to 1831 the consumption of brandy was about 700 pipes, that is, 3,600 had been consumed in six years in a progressive ratio. In the spring of last year, owing to the circumstance of a prejudice existing in favour of brandy, as a safeguard against contagion, the price advanced enormously in the face of a heavy import. Under the impression that the paying price of 1832 would be maintained in 1833, a very heavy import took place this year, and the price has consequently been declining during

the whole season, the importation having nearly reached 2,000 pipes.

GIN.—The consumption of gin up to 1830 was about 550 pipes; in 1831 the import was about equal thereto; in 1832 it was very short; and this year it is greater than ever known. The stock in the spring must, of necessity, be large.

PORT WINE.—The importation fully equals the demand; owing to the advance at home in the spring this was not anticipated.

MADEIRA.—Nearly the same remarks apply to madeiras. A fair supply has been received, but it is deficient in choice qualities.

TENERIFFE.—Is rather scarce, but the demand for it is materially checked by the immense quantity of low sherries and other white wines in the market.

SPANISH RED.—The supply of Spanish wines is excessive, more so, in fact, than any other, but being an article of general consumption in the country, a glut does not long continue.

ALL WINES.—The following will show the three last years' supply of all wines, leaving out bottled wines in cases:—

1831	2,682 pipes.
1832	3,432 “
1833	5,270 “

Supply of 1833 one-third in excess.

MISCELLANEOUS ARTICLES.

BLACKING.—Import short; but previous stock extremely heavy.

DRY GOODS.—(MANUFACTURES.)

As the season advanced sales became difficult, and scarcely any one article brought such an advance as the holder considered he had been warranted in calculating upon. It appears that the depressed state of the dry goods' trade is owing much less to an over supply, than to a check having been given to

the demand. Lower Canada has experienced two bad harvests in succession ; and this the country shopkeeper feels most sensibly. The non-payment of the officers of government must also, as stated by the *Quebec Gazette*, be severely felt in that city. This must have taken a very considerable demand from the dry goods' market generally, and is felt here in an indirect way. The general stagnation caused by the cholera of last year, is also to be taken into the account.

If the importation of the ensuing year be guided by care and prudence, we cannot think there is any thing to apprehend from the quantity which may now remain on hand.

EARTHENWARE.—The importation has been extremely steady for the last three years. This year, however, there has been a check upon the power of the country people to purchase, and prices have scarcely remunerated.

FISH.—There is now a considerable winter trade in fish carried on in Montreal ; but we are sorry to say, the dealers have this year provided too heavy a supply.

FRUIT.—Our supply of fruit is now drawn wholly from the Mediterranean. Our importation last spring was large.

GLASSWARE.—The importation of bottles is under 1200 gross, which is rather short of a consumption decidedly on the increase. Window-glass is in excess, being upwards of 17,000 boxes, against 20,000 in the two preceding years.

HEMP may be considered as very heavily supplied.

IRON.—A considerable decrease has taken place in the import of bar-iron. Last year 183,000 bars, and 11,764 bundles were imported : this year, only 80,223 bars and 5858 bundles. The immense stock left over in 1831 and 1832, prevents our saying that the supply is deficient ; still it must be considered as a favourable feature in the trade, leading to a fair anticipation of improvement next year. Of hoop-iron the import is excessive, being rather over double that of last year. Of Canada plates the import is five times that of 1832, and four times that of 1831, prices consequently ruinously low. Other

articles as follows:—Nails, thirty to forty per cent. in excess; ovens and pans, thirty per cent. more than the two previous years; frying pans, about equal to last year, but below the consumption.

SALT.—The importation of salt is about equal to that of 1832, but below that of 1831. As far as we can learn, the stock is sufficient for the demand of the winter.

SOAP.—The importation of soap is more than fifty per cent. greater than that of last year, and above double that of 1831. This was to save the drawback, which would only be granted for a limited period; as for the future, the excise on soap will not be charged in England. Considerable quantities of soap are manufactured here, of a quality superior to that of Liverpool, and about equal to London.

TALLOW.—The importation of tallow by sea, is rather less than last year, being 881 casks against 1015 casks of last year. The deficiency by inland importation is also great, the supply being 188 casks and 489 barrels against 271 casks and 1101 barrels last year. Considering the high price in England, we should say the importer is scarcely remunerated.

EXPORT TRADE.

ASHES have been extremely dull of sale, owing to the discouraging state of the trade at home. The quantity of ashes produced in America has been greatly diminished for the last three years. The receipts in this market were 7500 barrels less in 1832 than in 1831; and 6700 less in 1833 than in 1832; yet with this decreased export, prices in the English ports continue in a most languid state. There is no doubt that the use of *soda*, from common salt, is interfering most extensively with both pots and pearls; and it is only where those

alkalies cannot be dispensed with, that their use will be continued at 22s. while soda costs only 10s. Every effort should be made by the producer to render the process of manufacture as economical as possible, or this valuable branch of our trade will be entirely lost to us.

WHEAT.—The price of Upper Canada white wheat, which is really a beautiful grain, has ranged from 5s. 8d. to about 6s. 6d. The quantity exported of all kinds will be seen by our table. Our accounts from the interior lead us to anticipate rather a decreased quantity next year, as the surplus of some parts of the country will be required to supply a lamentable deficiency in others. The prices in Great Britain are far too low to be remunerating.

FLOUR.—The quantity of flour received, both from Upper Canada and the United States, has been larger than usual. Our receipts amount to 139,898 barrels, and our exports to 92,393, giving 47,505 barrels *retained for consumption* in the Lower Province. Most of the foreign wheat received here in the spring *was ground for consumption*, and on trial, has been found to produce a very excellent quality of flour. Should the accounts of distress in the country parishes below prove correct, it is not improbable that an advance in flour may be experienced towards the spring.

PROVISIONS have also been well supplied this year: 29,110 barrels of pork having been received against 20,304 only last year. This does not include the fresh pork received and packed during the winter, which is sometimes considerable; but the quantity of which cannot be estimated. Prime pork has ranged, during the whole summer, from 12 cents, to 12½ cents, and occasionally 12¾, a price which is highly remunerating to the packer.

LUMBER.—The stock of lumber at Quebec is by no means heavy; the only articles above an average being oak and elm. Red pine and staves are especially deficient, and the former has been bought up by one house. Great exertions,

we are told, are about to be made in the forests to get out red pine, and bring it early into the Quebec market: still the quantity will be hardly sufficient for the spring demand. Of staves the stock is exceedingly low, and there appears no prospect of receiving supplies till the season is considerably advanced.

The population of the British Colonies in North America is estimated, as follows, by Mr. Bliss:—

Lower Canada	542,000
Upper Canada	287,000
Nova Scotia, and Cape Breton.....	165,000
New Brunswick	100,000
Newfoundland	75,000
Prince Edward's Island	35,000
	<hr/>
	1,204,000

The following will show the comparative statement of arrivals, tonnage, and emigrants, at the Port of Quebec, since 1818, taken from the Exchange books:—

YEAR.	VESSELS.	TONNAGE.	EMIGRANTS.
1819	613	155,518	12,907
1820	576	148,195	11,239
1821	418	100,646	8,050
1822	586	146,188	10,468
1823	542	131,862	10,258
1824	603	148,581	6,515
1825	762	191,614	9,097
1826	694	178,792	10,731
1827	600	152,764	16,862
1828	701	183,255	11,697

YEAR.	VESSELS.	TONNAGE.	EMIGRANTS.
1829	861	234,301	13,356
1830	855	225,138	24,391
1831	1,009	259,878	49,250
1832	961	248,038	51,422
1833	1,007	271,147	22,062

N.B. This table shows only the *direct* arrivals of emigrants at Quebec, without including the arrivals through the United States, by way of New York. The numbers of emigrants arrived at *New York*, from all countries, in 1833, were 41,000, of whom, it is supposed, that 6,000 found their way into Canada. Upon the subject of population, the following is extracted from the *Settler*, a newspaper of extraordinary talent, edited by Mr. Thorn, late principal of a large scholastic establishment, in the neighbourhood of the metropolis.

Some weeks ago, a statement of the populousness of the principal states in the modern world appeared in some of the provincial journals. According to that statement, England is more densely peopled than any other extensive district, not even excepting India and China. England, however, is certainly much less populous than were Egypt and Palestine in ancient times; and even without comparing her with regions superior in soil and climate, she cannot be supposed to have attained her highest amount of population, while she has nearly three acres of land to every inhabitant. Moderns are apt to doubt the truth of the ancient records of the populousness of Egypt and Palestine; but if we take into account the almost universal prevalence of a vegetable diet, the matchless fertility and miraculous activity of the soil, the almost exclusive attention to agriculture, and the abstemiousness of the consumers, we can believe that the inhabitants jostled each other like maggots in a cheese. In England every acre might maintain its man; and in the more highly favoured regions, which we have named, a family to an acre would not have exceeded the

resources of the soil. Such must have been the actual state of the population in the most flourishing days of the kingdom of Judah.

As connected with this subject, the following calculations may, perhaps, amuse some of our readers.

A square mile contains 3,097,600 square yards, and, at the rate of four persons, large and small, to a square yard, 12,390,400 human beings. Thus the swarming population of the United States could be crowded, without inconvenience, into a square mile, and could be walked round in an hour. In like manner the host of Xerxes, of which the Grecians represent one end as seeing the sun rise, and the other as seeing him at the same instant set, could have been ranged in close order on a field of a hundred acres, and could all have heard the voice of one speaker. The inhabitants of the whole earth, about nine hundred millions, would not fill a circle of ten miles in diameter; it might, therefore, be ridden round in an hour by Mr. Osbaldiston, and might hear a bell placed in the centre. These conclusions, we believe, are new to most of our readers, and incredible to some of them; our principal motive in recording them has been to impress on the young mind in particular the necessity of bringing all historical numbers to the test of arithmetical calculation. By such a process, much of what seems incredible will become simple, and much of what is plausible will be shown to be false.

In July, 1833, an attempt was made, at *Dublin*, to establish the "*North American Colonial Association of Ireland*," for the purchase of lands, and *themselves* carrying out emigrants, &c. Among much that is good in the prospectus, there are some things imprudent to attempt, and others impossible to accomplish. The objects in view are exclusively *Irish*, even to the employment of shipping. Local societies throughout Ireland were to be formed; and, through them, subscriptions raised

to assist the general plan, and providing a reasonable portion of the expenses of the emigrants of its own neighbourhood. The expenses of passage, provisions, &c. of a family of five, is calculated at 30*l*. The colonial land to be purchased by the Association, is to be *leased* only to the settler at a low rate; lands are to be prepared, and log-houses erected in readiness for their customers, &c.

It is clear, that to make the plan practicable, it must be shorn of much of its present intention.

In Lower Canada, according to official returns, there are 489 asheries, 857 corn mills, 750 saw mills, 90 carving mills, 97 fulling mills, 121 iron works and founderies, 70 distilleries, 14 oil mills: some of these are, of course, small establishments. The *lumber trade* is, after all, the engrossing trade of the province; it is, from the first to the last, a matter of *labour*. The cost of labour in cutting it, dragging, and shipping, forming the whole value, exclusive of duty; and the entire of such value (and far more) is merely a remittance for merchandize from the mother country, the entire advantages of which belong to our own countrymen. Where, it may be enquired, apart from our colonies, can such reciprocity in trade be found?

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