



THE
BRITISH DOMINIONS

IN
NORTH AMERICA;

OR A
TOPOGRAPHICAL AND STATISTICAL DESCRIPTION

OF THE PROVINCES OF

LOWER AND UPPER CANADA,

NEW BRUNSWICK, NOVA SCOTIA,

THE ISLANDS OF NEWFOUNDLAND, PRINCE EDWARD, AND CAPE BRETON.

INCLUDING

CONSIDERATIONS ON LAND-GRANTING AND EMIGRATION;

AND A

TOPOGRAPHICAL DICTIONARY

OF

LOWER CANADA;

TO WHICH ARE ANNEXED,

STATISTICAL TABLES AND TABLES OF DISTANCES, &c.

BY JOSEPH BOUCHETTE, ESQ.,

SURVEYOR GENERAL OF LOWER CANADA, LIEUT. COLONEL C. M., VICE PRESIDENT OF THE LITERARY AND HISTORICAL SOCIETY OF QUÉBEC, AND CORRESPONDING MEMBER OF THE SOCIETY OF ARTS, LONDON.

Embellished with Views, Plans of Towns, Harbours, &c.

IN TWO VOLUMES.

VOL. II.

LONDON:

**PUBLISHED BY HENRY COLBURN AND RICHARD BENTLEY,
NEW BURLINGTON-STREET.**

1831.



CONTENTS

OF

VOL. II.

CHAPTER I.

NOVA SCOTIA—Geographical Position—Sketch of the History of the Province—Face of the Country—Hills—Lakes—Rivers—Forests Page 1 to 9

CHAPTER II.

Divisions and Subdivisions of the Province—County of Halifax—Description—Shubenacadie Canal—The Harbour of Halifax—The Town of Halifax—Its Manufactures, Trade, Exports and Imports—Township of Halifax—Townships of Dartmouth—Lawrence Town—Preston—Colchester District—Township of Truro—Township of Onslow—Londonderry—Pictou District—Its Harbours—Harbour of Pictou—Town of Pictou—Table of Population, Produce, &c. of the County of Halifax—COUNTY OF SYDNEY—Township of Dorchester—Of Arisaig—St. Andrew's—Tracadie—Manchester—Guysborough—Milford Haven—Chedabucto Bay—Canseau—Harbour—Town of Wilmot—Township of St. Mary's—River St. Mary—Sherbrooke—Table for the County of Sydney—CUMBERLAND COUNTY—Fort Lawrence—Township of Amherst—Proposed Canal—Settlements on the Maccan, Nappan, and Hibbert Rivers—Tatmagouche Bay—Township of Wallace—Wallace Bay—Pugwash—Settlement—Philip River—West Chester—Roads—Table—HANTS COUNTY—Township of Windsor—Town of Windsor—Townships of Falmouth—Newport—Rawdon—Kempt—Douglas—Table—KING'S COUNTY—Township of Horton—Village of Kentville—Townships of Cornwallis—Aylesford—Pansborough—Minas Basin—Table—COUNTY OF LUNENBURGH—Township of Chester—Mahone Bay—Chester Town—Township of Lunenburg—Harbour and Town of Lunenburg—Township of New Dublin—River and Harbour of La Have—Statistical Table—QUEEN'S COUNTY—Town of Liverpool—Port and Trade—Port Medway—Settlements on the River Medway—Table—ANNAPOLIS COUNTY—Town of Annapolis—Granville and Wilmot Townships—Annapolis River—Clement's Township—Digby—Weymouth—Township of Clare—Bay of Fundy—Statistical Table—COUNTY OF SHELBURNE—Shelburne Township—Town of Shelburne—Harbour—Light-house—Barrington Township—Argyle Township—Tusket River and Islands—Harbour of Pubinco—Yarmouth Township—Harbour of Cape Fourche—Chebogue River—Village of Yarmouth—Statistical Table for the County of Shelburne—For the Province 10 to 42

CHAPTER III.

Harbours of Nova Scotia—Halifax—Margaret's Bay—Malone Bay—Liverpool—Shelburne—Country Harbour, Canseau, and Chedabuco—Pictou Harbour—Wallace Bay—Pugwash Bay—Annapolis—Digby—Minas—Chignecto—Cumberland Bay—Roads—Shubenacadie Canal—Proposed Canal—Climate—Soil—Natural Productions—Minerals—Salt Springs—Animals—Birds—Fishes
Page 43 to 52

CHAPTER IV.

Lands granted, appropriated, and ungranted—First Process of Cultivation—Agricultural Produce—Manures—Harvests—Lands cultivated—Climate of the Province—Fruits—Live Stock—Price of Labour—Manufactures—Ship-building—Trade—Fishes—Table of Exports and Imports—Population—General Statistical Return of the Province, (official)—Elements of the Population—Religion—Ecclesiastical Establishments—Education—Public Seminaries
53 to 67

CHAPTER V.

Legislature of Nova Scotia—The Lieutenant-Governor and the Executive—The Legislative Council—The House of Assembly—Courts of Justice—Law of Inheritance—Provincial Revenue—Sable Island—Its Position—An Establishment maintained there for the Relief of shipwrecked Persons
68 to 72

CHAPTER VI.

CAPE BRETON—Geographical Position—General Description—Lakes—Harbours—Bras d'Or, Greater and Less—Harbours in these Lakes—Isthmus of St. Peter's—Soil of the Island—Extent of Lands—Division into Districts and Townships—Town of Sydney—Settlements on the Shore—Miram Bay and River—Island of Scutari—Louisburgh—Settlements between Grand River and Canseau—Isle Madame—Settlements on the Shore of the Bras d'Or—Northern Division—Ship Harbour—Port Hood—Settlements between Port Hood and the Gulf Shore—Settlements on the Dennis Basin and River—St. Anne's Bay—Other Settlements—Important Situations of the Island
73 to 82

CHAPTER VII.

Climate of Cape Breton—Natural Productions—Minerals—Coals—Gypsum—Salt Springs—Iron—Fishes—Population—Inhabitants—Religion—Education—Government—Revenue—Agriculture—Shipping—Trade—Table of Exports and Imports—Island of St. Paul's—Report thereon
83 to 91

CHAPTER VIII.

NEW BRUNSWICK—Its Geographical Position—Absence of Highland Ridges—Mars Hill—Its Situation—Description—Boundary Line—Country in the Vicinity of the Boundary Line—Maduxnekeag River—Settlement of Houlton Town—American Townships adjacent to the Boundary—Settlements therein—Meteoric Table on the Western Boundary—General Face of the Country throughout the Province—History—Tabular Statement of Divisions and Subdivisions into Counties and Parishes—River St. John's—Its Positions and Course—Madawaska Settlement—County of York—Its Boundaries—History of the Madawaska Settlement—Quality of the Land—The Course of the River further traced—Grand River—Great Falls of St. John's—Description of the Falls—Further Course of the River—Salmon River—Tobique River—Ristook River—River des Chats—Parish of Kent—Parish of Wakefield—Woodstock—Maduxnekeag River—Scenery of the St. John's—Back Settlements—Northampton—Prince William Parish—Lake St. George—Pockuock River—Parish of Queensbury—King's Clear—Islands in the St. John's—St. Mary's and Douglas Parishes—Madamkeswich and Nashwak Rivers—Settlements on their Banks—Cardigan—Frederickton—Situation—Description of the Town and Harbour—Its Public Institutions—Vicinity—Tabular Statement of the Population of the County of York in 1824—Superficial Content—**SUNBURY COUNTY**—Parishes of Mageeville and Sheffield—Lincoln and Norton—Qromocto River—**QUEEN'S COUNTY**—Gagetown—Hampstead—Waterborough, Wickham, and Brunswick—Produce of the County—Washedamoak and Grand Lakes—Magnapit and French Lakes—Salmon River—**KING'S COUNTY**—Parish of Kingston—Sussex, Norton, and Hampton—More particular Account of Sussex—Sussex Vale—River Kennebecasis—**COUNTY OF ST. JOHN**—Little Falls of St. John—Description of the City of St. John—Its Public Institutions and Municipal Government—The Harbour, Trade, and Fortifications of St. John's—Other Settlements in the County—Roads—Table of Distances from St. John's, on the Line of the River to Quebec—Roads of the Province generally Page 92 to 122

CHAPTER IX.

CHARLOTTE COUNTY—Town of St. Andrew's—Roads and Settlements in its Vicinity—Parishes of St. David and St. Patrick—St. Stephens—Pennfield—St. George—River Magaguadavick—Campo Bello—Grand Manan and Deer Islands—Harbours of the County—**COUNTY OF WESTMORELAND**—Description, Soil, and Produce—Trade—Petcondiac River—Quality of Land in the District called the Bend of the Petcondiac—Colonel Cockburn's Report quoted—Rivers of the County—Harbours—Tides—Fort Cumberland—Roads of the County—Statement of Distances—County of Northumberland, comprising Kent and Gloucester—Parishes—Miramichi River and Harbour—Other Rivers of the County—Timber—Settlements of the County—Lumber Trade—Account of the Proceedings of a Lumbering Party—Account of the tremendous Conflagration at Miramichi in 1825—Lands on the Border of the Bay of Chaleurs—Caraquette River—Proposed New Roads—Table of the Population of the Province 123 to 138

CHAPTER X.

General Remarks on the Province of New Brunswick—Description of American Forests—Water-carriage—Agriculture—Climate and Seasons—Roads—Produce—Soil—Fruits—Animals—Fish—Minerals—Further Account of the Soil and Agriculture—Population—Various Inhabitants—Indians—Acadians—Old Inhabitants—Emigrants—State of Religion and Ecclesiastic Institutions—State of Learning—Public Seminaries—Trade—Ship-building—Lumbering—Mode of conducting this Trade considered—Fisheries—Manufactures—Exports and Imports—Revenue—Militia—Constitution and Government of the Province—Courts of Law—Concluding Remarks on the Province. Page 139 to 157

CHAPTER XI.

PRINCE EDWARD ISLAND—Its Geographical Position—Sketch of the History of the Island—Divisions and Subdivisions into Counties, Parishes, and Townships, tabularly stated—General Description of the Island—Coasts and Harbours—Harbour of Charlotte Town—Of George Town—Richmond Bay—Others Bays and Harbours—The Harbours round the Coast traced—Rivers—Hillsborough River—York River—Elliott River—Cardigan, Brudenelle, and Montague Rivers—Foxley River—Boughton River—Murray River—Prince's County—Prince Town Lot—Settlements on Richmond Bay—Queen's County—Charlotte Town described—Other Settlements in the County—King's County—George Town—Other Settlements of the County—Climate of the Island—Progress of the Seasons—Mr. Stewart's Report on the Salubrity of the Climate quoted—Soil—Produce—Timber—Other Vegetable Productions—Agriculture—Progress of a New Settler on a Woodland Farm detailed—Description of a Log Hut—Trade of Prince Edward Island—Society, Manners, and Amusements—State of Religion—Revenue—Government—Courts of Law 158 to 179

CHAPTER XII.

NEWFOUNDLAND—Its Geographical Position—Extent—General Appearance—Historical Sketch—Discovery by Cabot—First Attempt at Settlement under Henry VIII.—Progress of Settlements—Captain Whitburn—Lord Baltimore—Lord Falkland—Conflicting Opinions relative to the Administration of the Colony in 1667 and 1674—Their injurious Effects—From 1702 to 1713 (*erroneously stated 1708, p. 182*), Colony annoyed by the French—1720, Captain Henry Osborn appointed Governor—Commission to Captain Drake, 1738—French claim Cape Ray as being Cape Riche—Custom-house established in 1764—Disputes with America relative to the Fisheries—Settled by Treaty of 1783—Commission to Admiral Milbanke, 1789—Acts passed for the Government of Newfoundland—The Colony long deemed a mere Fishing Settlement—Improvement in its Colonization—Situation of the Principal Settlements—St. John's—Seat of Government—Chief Harbour—Lieutenant Chappell's Account of it—Latitude and Longitude of the Town—Description of it—Population—Settlement at St. George's Bay—Climate of Newfoundland—Population of the Island—Roads—Government—Prospect of an independent Legislature—Incorporation of the Town of St.

CONTENTS.

❖X

John's recommended—*Fisheries*—Divided Interests therein of Great Britain, France, Portugal, and the United States—Shipping engaged therein in 1517, 1578, and 1615—Extent of the Right of France and the United States—Third Art of the Treaty of 1783—Convention of 1818—Rights of the United States confirmed—22 Geo. III chap. 1—3 Geo. IV. chap. 44—Extensive Advantages enjoyed by the American Government on the Newfoundland Coasts
Page 180 to 195

CHAPTER XIII.

LAND GRANTING.—Three Classes of Lands—Grants for Military Services—For Civil Services—For the Settlement of the Country—Grants to Leaders and Associates—Locations—Conditions thereof Government Township Agents appointed in Lower Canada—Efficiency of the System—Land Boards in Upper Canada—Number of Township Agents in 1829—May be continued under the New Land Granting Regulations—Rapid Rise of the Settlements in Lower Canada from 1820 to 1828—Creation of the Commission of Crown Lands, 1827—Summary of Regulations—Land Companies—Reservations for the Crown and the Clergy
196 to 204

CHAPTER XIV.

EMIGRATION—Importance of the Subject—Objects to which its Consideration is restricted—Capabilities of the British North American Provinces to provide for Emigration from Home—Attractions held out by them—Commencement of Emigration in 1815—Its large Increase in 1817 and 1818—First systematic Emigration in 1815 from Grenock for Canada—Conditions—Perth Settlement—Emigration from Perthshire in 1818—Emigration from Glasgow, and Lanark in 1820—Conditions thereof—Subsequent Emigration in 1821—Success of those several Emigrations—The Rev. Mr. Bell—Description of Perth—Emigration of 1823—Its Expense—Its Success—Statistics of the Settlement in 1826—Emigration of 1825—Its Success—General Summary of Statistics—Extent of unassisted Emigration—The Subject brought before Parliament in 1826 by the Right Hon. R. J. Horton—Select Committee of the House of Commons—Its elaborate Reports—Views on the Subject—Third and final Report in 1827—Summary of the various Encouragements offered by Government—Question of an organized or unaided Emigration—Advantages of the former—The Colonies benefited by the Accession of Labourers—Lord Howick's Bill to facilitate voluntary Emigration—Plan of providing Emigrants with Employment in the Colonies considered—Provisions of the Bill—Its Effects in the Colonies—Plan of EMPLOYMENT modified to suit the Climate—Plan suggested of laying out the Lands—Progress of an individual Case of Emigration—General superintendents in each Province—Desultory Emigration—Its Consequences—Emigration from the United Kingdom to the Colonies from 1825 to 1829 inclusive—Co-operation of the Colonial Legislatures
205 to 227

CHAPTER XV.

General Considerations on the British North American Colonies—Various Opinions touching their Value to the Mother Country—General Remarks on Colonies—Their Antiquity—Grecian, Roman, and Carthaginian Colonies—Colonies in North America considered under

four Heads—Territory—Trade—Shipping—Political Influence as Appendages to the Empire—1st, Magnitude of the Dominions—Geographical Position—Its Advantages—Prospective Population—Density of present Population—Emigration—Mr. Burke's Opinions—Tabular View of the British Possessions in North America—2dly, Trade of the Colonies—Value—Comparison between the Colonial Trade to the East and to the West—Trade with the United States—Nature of the Trade with the Colonies—Timber—Hemp, Ashes, Fish, &c.—Coal Mines—Gypsum—Marbles—Increase of the Trade—Table of Imports and Exports, 1806 and 1825—3dly, Shipping of the Colonies—Table of the Number and Tonnage of Vessels, 1806 and 1825—Increase of Shipping—Shipping Business of the Port of Quebec alone—Capital put afloat by Emigration—Corresponding Increase in the Trade of the other Ports—Demonstrative of the rising Importance of those Provinces—Colonial transatlantic Trade, and the Fisheries, Nurseries for British Seamen—Competency of the Atlantic Navigation to form sturdy Mariners—4thly, The Colonies considered in a political light—Relative Advantages—Influence of the Colonial over the Baltic Trade—Hemp—Commanding Position of the Provinces with regard to the United States—Hypothetical Assumption—The Colonies not to sink in the American Confederacy—Their mutual Independence in process of Years, and subsequent Alliance with Great Britain—Remote Date of such an Event from the liberal System of Colonial Policy—Solid Interests of the Colonies to cling to the Parent Tree—Glance at Civil and Religious Rights—Laws—Taxation—Defence of the Country—Commerce—Municipal Offices—Metropolitan and Colonial Subject compared—Advantages enjoyed by the latter—Conclusion Page 228, to 247

APPENDIX.

	Page
Chronological Account of Public Events in Nova Scotia	249
Extracts from the Journals of the Assembly of Nova Scotia—Appropriation of Monies for Roads	252
Prices Current (Nova Scotia) 1829	253
Imports and Exports at Halifax in 1828	254
Value, in Sterling Money, of the Goods imported and exported at the Port of St. John's, NEW BRUNSWICK, 1830	264
An Account of Vessels entered Inwards and cleared Outwards, with the estimated Value of the Imports and Exports at Halifax, Nova Scotia, in the Year ended 5th January, 1828, as compared with the Year ended 5th January, 1829	268
Revenue of New Brunswick, 1830	268
Shubenacadie Canal Company of Halifax, Nova Scotia (Prospectus)	270
Table showing the Variation and Dip of the Magnetic Needle in various Parts of North America	272
Regulations for Land Granting in the British North American Provinces	274
Instructions to Agents of Townships in Lower Canada	276

CONTENTS.

xi

	Page
Form of a Location Ticket from a District Land-Board in Upper Canada	278
Fees on Land Granting in the Canadas	ib.
General Statement of Grants of Land made in Nova Scotia from 1749 to 1826, &c.	279
Circular Letter from the Commissioners of Emigration, 8th July, 1831	280
Abstract of a Bill to facilitate voluntary Emigration to His Majesty's Possessions abroad, 1831	281
Extracts from the Third Report of the Select Committee on Emigration from the United Kingdom, 1827	283
Average Estimate of the Expenses of Settling a Family, consisting of one Man, one Woman, and three Children, in the British North American Provinces, distinguishing the Items of Expenditure	286
Prospectus of the New Brunswick Land Company	287
Duties on Goods imported into Great Britain from the Baltic, Holland, &c. by 3 Geo. IV. chap. 44	289
Ditto from British America	290
Port of St. John's, New Brunswick; Table of Value of Imports and Exports, 1827—Ships Inwards and Outwards, &c.	291
List of Prices of Land, Produce, &c. in Prince Edward Island	291
Surplus Produce of Prince Edward Island	292
Report of Prince Edward Island, as directed by the Right Honourable the principal Secretary of State, showing the Lands Granted and Ungranted	292
Emigration—Communication from the "Quebec Star" on the subject of the Employment of Emigrants	294

CORRIGENDA.

VOL. I.

Page 299, line 20, for 400 yards, read 400 feet.

VOL. II.

Page 182, line 16, for 1708, read 1713.

LIST OF PLATES.

View of Halifax	To face the Title.
Shubenacadie Canal (<i>Plan</i>)	45
Island of St. Paul	88
Government-House, Frederickton (<i>Vide</i> p. 110)	92
Grand Falls, River St. John	105
Barracks and Market, Frederickton	110
View on the Kennebeckasis	116
Project of the Survey of Four Townships for Emigrants	222

THE
BRITISH DOMINIONS
IN
NORTH AMERICA

TOPOGRAPHICALLY DESCRIBED.

CHAPTER I.

Sketch of the History of the Province.—General Face of the ~~Country~~ Country.—Lakes and Rivers.

NOVA SCOTIA was the name formerly given to all that immense tract of country bounded on the north by Lower Canada, on the east by the Bay of Chaleurs and the Gulf of St. Lawrence, including the Island of St. John, Cape Breton, and all the other islands on the coast, and on the west by the then New England provinces, and contained what has since been divided into the separate provinces or colonies of New Brunswick, Prince Edward's Island, Cape Breton, and Nova Scotia.

The province of Nova Scotia is an extensive peninsula, connected with the continent of North America by a narrow isthmus of only eight miles in width, between Bay Verte, in the Straits of Northumberland, and Cumberland Basin, at the eastern extremity of the Bay of Fundy. It is situate between $43^{\circ} 25'$ and 46° north latitude, and 61° and $66^{\circ} 30'$ longitude west, from Greenwich. It is bounded on the north by the Bay of Fundy, and by the boundary line extending from Cumberland Basin in Chignecto Bay, to the Bay Verte, which separates it from the county of Westmoreland in New Brunswick; on the east by the Gut of Canseau and the Gulf of St. Lawrence; and on the south and west by the Atlantic ocean. Its extreme length, from Cape Canseau

NOVA SCOTIA.

on the east to Cape St. Mary's on the west, is about 383 English miles; and its breadth varies from about 50 miles, at which it may be estimated from Chester to Black Rock Pier, to 104, which is its width from Bristol Bay to the head of Bay Verte. It contains about 16,000 square miles, or upwards of nine millions of acres.

Nova Scotia is supposed to have been discovered in 1497 by Cabot, then in the service of our Henry the Seventh. The French, under the Marquis de la Roche, were the first who attempted to form any settlement. He arrived with a number of convicts in 1598, and landed them on Sable Island, where the greater number perished, and the remainder were taken off the island and carried back to France. No farther settlement was attempted until 1604, when Messrs. De Monts, Champlain, and Petrincourt, and a number of volunteer adventurers, founded Port Royal, now Annapolis. De Monts acted as governor-general under a commission from the King of France, and he named the country (which included Nova Scotia, New Brunswick, and part of the state of Maine) *Acadia*. This little colony was destroyed in 1614 by the New Englanders, under Sir Samuel Argal, who transported the inhabitants to Canada, and cancelled and destroyed the patents granted by the French king. These transactions in Nova Scotia are memorable as the first instance of hostilities between Great Britain and France on the continent of North America, and which scarcely ever entirely ceased until, at the cost of infinite blood and treasure, France was stripped of all her possessions in North America by the peace of 1763.

King James the First, in 1621, granted Sir William Alexander of Menstry, a patent to plant colonies in this country, named in the patent "*Nova Scotia*." Sir William despatched a party of settlers to take possession of the colony, who, on arriving, found that the country had been occupied by the survivors of the early French emigrants, and several others, who had settled since the destruction of Port Royal by Argal, whereupon they returned to England without effecting any settlement. Charles the First confirmed his father's grant to Sir William by patent 1 July 12th, 1625, and reappointed him governor-general*. Sir Wil-

On this occasion Charles the First founded the order of *knight baronets of Nova Scotia*, the primary object of which was, that each knight should contribute to the settlement of this

liam, subsequently, sent out an armament, under Sir David Kirk, or Kirtck, who in 1628 retook Port Royal; but the French settlement of Cape Sable still held out, nor did the English obtain complete possession of the country. Sir William Alexander, thus in a great measure disappointed in the result of this expedition, and having involved himself in considerable expenses in pushing forward his projects of colonization, conveyed, in 1629, a large section of his territories of Nova Scotia to Claude de la Tour*, under the title of *Sir Claude St. Etienne, knight, Seigneur de la Tour and Vuarses*†, creating him at the same time a baronet of Nova Scotia. Subsequently, by another patent in 1630‡, Sir William, in confirming the dignity of baronet to Sieur St. Etienne, the son of De la Tour, erected two baronies, one to be called the Barony of St. Etienne, the other the Barony of De la Tour, to be held as dependencies of the crown of Scotland; and under this patent it appears that some attempts were made to form a Scotch settlement at Annapolis. but Charles the First, by the treaty of St. Germain, in 1632, surrendered all his right to Lewis the Thirteenth of France; whereupon the French immediately took possession of Nova Scotia, Cape Breton, and Canada, which had been previously conquered by Sir David Kirk.

At the close of the civil war in 1654, Cromwell sent a force under Major Sedgwick, who reduced the whole country, and compelled the French to surrender at discretion; and it was confirmed to England by the treaty of 1655. The English did not immediately form any settlement, and retained only Port Royal in their possession, so that the French were by no means prevented from extending their settlements in the country. De la Tour afterwards preferred a claim to a section of the country under the transfer from Sir William Alexander; and having satisfactorily made it out, the Protector, by letters patent dated August 9th, 1656,

colony, in which he was to receive a large portion of land. The number of baronets was not to exceed 150: they were to have pre-eminence before all knights bachelors, and to be endowed with ample privileges. Those patents were ratified in parliament; but the knights never applied themselves to the original purposes of their creation; notwithstanding which the original titles, with all the ordinary privileges of baronets, continued to the original knights and their descendants, many of whom are now in being.

* Chalmers's Political Annals, 4to. edit. p. 92.

† Massachusetts Records.

‡ Ibid.

granted him, by the style of Sir Charles La Tour, and to Sir Thomas Temple and William Crowne, the principal part of what now composes Nova Scotia and New Brunswick. In this grant by Cromwell, no mention is made of the rights of Sir William Alexander himself, although his charter, which was ratified in 1633 by the parliament of Scotland *, is made the groundwork of De la Tour's claim to that part of the country, claimed by him under it. Temple purchased La Tour's share, re-established the different settlements, and kept possession of the country until it was again ceded to France by the treaty of Breda, 1667. Nova Scotia was in fact during all this period inhabited by the French; and although they made but little progress in settling the country, yet their population, principally occupied in carrying on the fur-trade with the Indians, was scattered on the several rivers emptying themselves into the Bay of Fundy.

The French court paid but little attention to this colony, which, during the twenty years succeeding the peace of Breda, enjoyed repose, and received some addition by immigration. The French settlers invariably entered into close alliance with the Indians, and instructed them in some measure in the art of war; so that on the breaking out of war in 1689, they became very troublesome neighbours to the English colonies. An expedition from Massachusetts, under Sir William Phipps, in 1690, took Port Royal and some other places. The terms of capitulation were, that the inhabitants should be protected in the possession of their property and the free exercise of their religion. Phipps, after dismantling Port Royal, and burning one or two other places, quitted the colony, without leaving any garrison behind him. The French of course resumed the government of the colony. From this period until 1710, several predatory expeditions were fitted out from the New England colonies against the French settlements of Acadia, some of which were disgraced by horrible atrocities. At length, in the year 1710, a considerable armament was fitted out by the New Englanders, and the command given to General Nicholson, who proceeded to Port Royal, which surrendered to him after a short siege. In compliance with the terms of the capitulation, the French troops

and governor were removed from the colony; and thereupon Port Royal, the name of which was changed to Annapolis in honour of Queen Anne, was garrisoned by the English troops, and Colonel Vetch appointed governor. The French inhabitants were not by any means well disposed towards the English, whom they continually harassed, so that it was impossible for them to find any safety outside their fortified places.

Nova Scotia was under that name ceded to England by the treaty of Utrecht, 1713; from which period to 1745, from the disaffection and hostility of the neutral French, and the consequent indifference and occasional severity of the English, little or no improvement in the condition of the colony took place. The cession of Nova Scotia to England was again confirmed by the treaty of Aix-la-Chapelle in 1748; and the peace having left a great number of military out of employment, the idea was formed of settling the disbanded troops in this part of America. Land was also offered to civil settlers according to their means, with the advantage of being conveyed with their families to the colony, maintained there one year after their arrival, supplied with arms and ammunition for their defence, and with materials and utensils proper for clearing their land, erecting houses, and prosecuting the fishery, all at the expense of the British government. Nearly 4000 adventurers arrived in the colony in June, 1749, under the command of Governor Cornwallis. They landed at Chebucto Harbour, and laid the foundation of a town, which was called Halifax, in honour of the Marquis of Halifax, then secretary of state, who had the greatest share in the founding of the colony. Here, on July 14th, 1749, Governor Cornwallis founded the first regular British government established in Nova Scotia*. Halifax continued rapidly to improve and increase in population, notwithstanding the open enmity of the Indians, and the secret hostility of the French inhabitants.

In consequence of an ambiguity in the wording of the treaties of Cession, the French government pretended that Nova Scotia formed only a part of what was called Acadia; the English, on the contrary, contended that both names included the whole of the same country. This led to continual disputes and conflicts between the governors and subjects

* The members of the first council appointed by Lord Cornwallis were Paul Mascarene, Edward Howe, John Goreham, Benjamin Green, John Salisbury, and Hugh Davidson.

of the respective powers, even in time of peace. The perpetual recurrence of these conflicts at length induced the British government to adopt a very decisive measure for the extinction of disputes in this quarter: the provincial authorities caused the Acadian settlers to come together in their respective settlements, under the pretence of making some communications relative to their welfare, and then, without previous notice, forced them on board several vessels provided for the purpose, and thus transported and dispersed them through New England, New York, and Virginia. The principal motive for this measure was the well-founded apprehension that the Acadians would assist the French in the event of an invasion, by them, of the colony—an event which, however, did not occur. Many of these expelled and deported settlers, however, after the peace of 1763, returned to this province, and settled in and about the townships of Clare, Yarmouth, and Argyle, where their descendants now compose the principal part of the population.

The principal events between the settlement of Halifax in 1749 and the peace of 1763 were, the establishment of the Lunenburg settlement by a colony of Germans in 1753; the siege of Louisburg, and capture of Cape Breton and the Island of St. John, now Prince Edward's Island, in 1758; the calling of the first provincial house of assembly by Governor Lawrence in the same year; the settlement of several New England emigrants on the former lands of the unfortunate Acadians; the conquest of Canada in 1759; the alteration in the mode of electing the members of the house of assembly effected in 1761—(in which year also a formal treaty was entered into with the Indians, whereby they submitted to and were taken under the protection of the king): in 1763, the cession of this province, in common with all the possessions of the French in North America, was again confirmed by France to England; in this year also the township of Londonderry was settled by Irish emigrants, and that of Horton by New Englanders*. The population of the province, which then included New Brunswick, Cape Breton, and Prince Edward's Island, was 13,000 souls; the value of its imports was 4312*l.* 9*s.* 10*d.* and of its exports 16,303*l.* 3*s.* 4*d.*

The face of the country is agreeably diversified with hill and dale,

This rapid detail, together with the chronological sketch in the Appendix, comprises as much of the history of the province as needs to be here separately stated.

but is nowhere mountainous, the highest hills not exceeding 600 feet. The highlands generally run north and south, branching off in all directions, terminating in some instances in bold cliffs on the coast, the most remarkable of which is Aspotagoen, between Mahone and Margaret's Bay, and is about 500 feet high. Ardoise Hill, between Halifax and Windsor, is the highest land in the province. The Horton mountains run nearly north and south; and the north mountains, which are washed by the Minas basin, terminate in Cape Blomidon, whose head may be often seen above the clouds by which it is sometimes encircled. The highlands which lie in the interior of the counties of Annapolis, Shelburn and Queen's, are called the Blue Mountains, and are said to retain traces of volcanic eruption.

This province contains numerous lakes, which are scattered over it in every direction, many of them of considerable extent, and forming in several places almost a continued chain of water communication from sea to sea. The largest is Lake Rosignol, situate partly in each of the three counties of Queen, Shelburn, and Annapolis. It is but little known, and said to be thirty miles in length. It is the source of the Liverpool river—the Mersey; and in the same section of country there are several other lakes approaching within a short distance of the Mersey, and communicating with the head of Allan's River, running into Annapolis Bay. The Indians pursue this route in passing between Annapolis and Liverpool; and it is supposed that there are but two short portages in the whole distance. Lake George, another considerable lake, and seventy or eighty small ones, are situate in the township of Yarmouth. A chain of lakes extends from the head of the river Shubenacadie nearly to the harbour of Halifax, and by the completion of the Shubenacadie canal affords an extensive inland navigation quite across this part of the province. There are similar chains of lakes between Windsor and St. Margaret's Bay, between the head of the river Avon and Chester, and between the river Gaspereaux, in King's county, and Gold River, in the county of Lunenburg.

The rivers that intersect, beautify, and enrich the country are far too numerous even to be named. Perhaps there is no country in the world better watered, nor any of equal extent containing so many rivers

capable of navigation. The principal are, the Annapolis, running parallel with the Bay of Fundy from the township of Cornwallis, in King's county, and discharging itself into Annapolis Bay, navigable for small craft and boats the greater part of its course; the Shubenacadie, running from the Grand Lake, in the county of Halifax, dividing that county from Hants county, and falling into Cobequid Bay, receiving the tides, and navigable for upwards of thirty miles; the Avon, which receives the waters of the rivers St. Croix, Kermescook, and several others, discharges itself into the Bay of Minas, and is navigable for a considerable distance; the La Have, having its source in a chain of lakes that also feeds the Gaspercaux river, in the county of Hants, traverses the whole county of Lunenburg, and, after a course of about sixty miles, discharges itself into the harbour of La Have; the Mersey, winding from Lake Rosignol through the Queen's county, and discharging in Liverpool Harbour; the Medway, commencing in a chain of extensive lakes in the northern part of the Queen's county, and discharging itself into the noble harbour of Port Medway; the Shelburne, discharged from a chain of lakes in the northern part of that county (contiguous to the sources of the river Hubert in the county of Annapolis), and extending to within fifteen miles of the town of Shelburne, where it forms the noble harbour of that name; the Clyde which rises upwards of forty miles in the interior in an extensive chain of lakes, and is deemed one of the most beautiful rivers in Nova Scotia; the Tusket, with its numerous branches, many of which expand into lakes, the principal rising in the Blue Mountains, is navigable for shipping about ten miles, and for boats above thirty; and the St. Mary, the principal branch of which rises in College Lake, within a very short distance of the Antigonish river, and, crossing nearly the whole county of Sydney, from north to south, forms the harbour of St. Mary, where it becomes navigable for the largest vessels for about ten miles. Besides these rivers, there are several others of nearly equal magnitude and importance in all parts of the province, particularly those that run into Pictou Harbour, Cumberland Basin, and the north-eastern coast of the county of Cumberland. These several lakes and rivers beautify the scenery, enrich the soil, and afford singular facilities for internal communication.

FACE OF THE COUNTRY.

Anteriorly to 1748 so little had been done towards the local improvement of the colony, that the whole province exhibited at that late date but a dense forest; and although the proportion of land still unreclaimed from its wilds is indeed very considerable, yet there are districts in which the arts of agriculture, guided by industry, have effected extensive ameliorations in the condition of the country. Some tracts of the province consist of extensive barrens, interspersed here and there among the forests, which forests are generally composed of large and lofty timber.

CHAPTER II.

Division of the Province into Counties, Districts, and Townships.

NOVA SCOTIA is divided into ten counties, including Cape Breton, and the counties are subdivided into districts and townships, as follows:

<i>Counties.</i>	<i>Districts.</i>	<i>Townships.</i>
HALIFAX.	Halifax	Halifax.
		Dartmouth.
		Preston.
LUNENBURG	Colchester	Lawrence Town.
		Truro.
		Onslow.
QUEEN'S COUNTY	Pictou	Londonderry.
		Pictou.
		Egerton.
SHELBURNE		Maxwelton.
		Chester.
		Lunenburg.
ANNAPOLIS		Dublin.
		Liverpool.
		Shelburne.
KING'S COUNTY		Yarmouth.
		Barrington.
		Argyle.
		Pubnico.
		Digby.
		Clements.
		Clare.
		Annapolis.
		Granville.
		Wilmot.
		Aylesworth.
		Cornwallis.
		Horton.
		Sherbrooke.

COUNTY OF HALIFAX.

141

<i>Counties.</i>	<i>Districts.</i>	<i>Townships.</i>
CUMBERLAND	.	Wallace.
	.	Amherst.
	.	Pamborough.
	.	Falmouth
	.	Windsor.
HANTS	.	Rawdon.
	.	Kempt.
	.	Douglas.
	.	Newport.
	.	St. Mary's.
SYDNEY	Lower	Guysborough.
		Manchester.
		Wilmot.
	Upper	Dorchester, or Antigonish.
	North Western.	
CAPE BRETON	North Eastern.	
	Southern.	

The townships are not all equal in extent. The inhabitants meet for the purpose of voting money for the support of their poor, like an English parish, and the principal townships send representatives to the House of Assembly.

The county of Halifax is the largest in the province, and stretches quite across it, from the Atlantic Ocean to Cumberland Straits. On the east of it lies the county of Sydney, on the west the counties of Hants and Lunenburg, and on the north the county of Cumberland; the whole shore on the south is washed by the Atlantic Ocean, and a part of the north by Northumberland Straits. It is divided into three districts, and contains ten townships. The districts are Halifax District, containing the townships of Halifax, Dartmouth, Preston, and Lawrence Town; the district of Colchester, containing the townships of Truro, Onslow, and Londonderry, besides several settlements not yet incorporated into townships, as Economy, Shubenacadie, Stewiack, Tatmagouche, &c.; and the district of Pictou, containing the townships of Pictou, Egerton, and Maxwellton. The division of this county into districts seems to have pretty closely followed the natural division of the soil and face of the country. All the southern part of the county, which lies upon the

Atlantic, is high, broken, rocky land, interspersed here and there with some good strips, but in general barren and unfit for cultivation. The same remark applies also to all that extensive tract of country surrounding the Great Lake, and extending several miles both east and west. But the country extending from the Great Lake northward to the head of the Minas Basin, and on both its shores, is altogether of a different quality. The land is low and fertile, adapted to agricultural purposes, filled with limestone and gypsum, and affording indications of extensive beds of coal and other minerals. This character applies to the country extending along and for several miles to the east and west of the Shubenacadie River. Again, that part of the county bordering on Northumberland Straits, and the whole district of Pictou, is every where diversified with hill and dale, intersected by streams and brooks, which form several rivers. The soil is generally rich and capable of high cultivation, and this district is in fact one of the best cultivated in the province. About half way between Halifax and the Minas Basin occurs an extensive chain of lakes, the principal of which is called the Great Lake. The Shubenacadie, the largest river in the province, takes its rise in those lakes. The point where it flows from the Great Lake is 21 miles from Halifax; and thence to Cobequid, or Cumberland Bay, at the head of the Minas Basin, where it discharges itself, is about 55 miles. It is a mile in width at its mouth, receives the tide for about ten miles, and is securely navigable for about thirty more. Its banks are generally precipitous, fringed and overhung with beautiful trees. In its course it receives several tributary rivers of no inconsiderable magnitude, the principal of which, in this county, are the Stewiack, St. Andrew's, and Gray's rivers. The navigation of this noble river has been completed, and, by means of the Shubenacadie Canal, continued quite to Halifax, whereby sea-going ships, drawing eight feet water, can be navigated from the Minas Basin (head of the Bay of Fundy) quite across the province to Halifax Harbour on the Atlantic Ocean.

The harbour of Halifax is one of the finest in America. A thousand vessels may ride in it in safety. It is accessible at all seasons of the year, and easy of approach. It is situate in latitude $44^{\circ} 39' 26''$ north and longitude $63^{\circ} 37' 48''$ west from Greenwich. It lies nearly north and south,

about sixteen miles in length, and terminates in a beautiful sheet of water called Bedford Basin, within which are ten square miles of safe anchorage. The entrance is marked by Sambro Head, on which a lighthouse was erected soon after the settlement was established. Three miles from Halifax, near the mouth of the harbour, lies M'Nabb's Island, on the western side of which stands Sherbrooke Tower, a circular stone battery, on the top of which is a lantern. This island forms two entrances to the harbour—the eastern passage, which is only used by small vessels, and the western, which is used by all ships bound to and from Halifax. Immediately opposite the town is George Island, which is regularly fortified, and forms the chief defence of the place.

The town of Halifax is, in point of extent and population, the third town in British North America. It was founded, upon the first permanent settlement of the English in this province, by Governor Cornwallis in 1749. It is situated on the western side of the harbour, on the declivity of a hill 240 feet above the level of the sea. There are eight streets running through the town, intersected by fifteen others, laid out with regularity, some of them paved, and the others macadamized. The town and suburbs are upwards of two miles in length, and about half a mile in width. It has been very much improved within the last five years. There are meat, vegetable, and fish markets, all extremely well supplied. The fish, in point of quality, variety, and cheapness, may vie with any in the world. There are two episcopal churches, two presbyterian, two baptist, one Roman catholic, one methodist, and one Sandemanian, chapels. The catholic chapel is an elegant spacious structure, built of freestone. Amongst the public buildings is the Government-house, built of freestone, situate at the south end of the town, and occupied by the lieutenant-governor of the province for the time being. The province building is the best-built and handsomest edifice in North America. It is built of freestone, and is 140 feet in length, seventy in width, and forty-two in height. It contains all the provincial offices—secretary's, surveyor-general's, treasurer's, prothonotary's, collector's of customs, &c.; also the council-chamber, House of Assembly room, and superior courts. It is situate in the centre of the town, within a square, which is enclosed by an iron railing. The Court-House is a plain brick building, in which

NOVA SCOTIA.

the courts of common pleas and sessions of the peace are held, and in which there is an exchange-room for the merchants. There is also a Bridewell or House of Correction, and a poor-house. Dalhousie College, established in 1820, is a spacious and handsome structure, situate at the end of the old military parade.

Halifax has been always the principal naval station of British North America; and here is a king's dock-yard, which is enclosed towards the town by a high stone wall, and contains within it all the requisite workshops, warehouses, and stores, besides commodious residences for the officers and servants belonging to the yard; it is on a more extensive footing than any in America. In the rear of the dock-yard, on a height that overlooks the works and harbour, is the admiral's house, a plain stone building, occupied by the senior naval officer on the station. There are also a residence for the military commandant, two barracks, and a military hospital.

Halifax contained, in 1790, 700 houses and 4000 inhabitants; in 1828, 1580 houses and 14,439 inhabitants. It is the seat of government, the principal emporium of the trade of the province, and returns two members to the House of Assembly. Besides Dalhousie College, there are a grammar-school, with an endowment of 200*l.* from the province, three large schools on the national and Lancasterian plan, and several common schools. There are no fewer than six weekly newspapers published, and it has several charitable institutions. The manufactures carried on in Halifax are still in an imperfect state: they consist of a sugar-refinery; distilleries of rum, gin, and whiskey; breweries of porter and ale; and factories of soap, candles, leather, flour, and cordage, and a few other minor articles. Halifax was declared a free warehousing-port in 1826, and its trade is very considerable. In 1828, the exports, exclusive of the coasting-trade, amounted to 246,852*l.* in 553 vessels, containing 61,511 tons, and navigated by 3323 men; and the imports 733,392*l.* in 544 vessels, containing 62,829 tons, and navigated by 3340 men. Nearly the whole of the import and better than one-half of the export trade of the province are carried on at Halifax. There were owned at Halifax in 1828 seventy-three square-rigged vessels and seventy-seven schooners; of which seventy were employed in the West India trade,

four between Halifax and Great Britain, six in the trade with foreign Europe and Brazil, and the remainder in the fishery. There is a respectable private banking-establishment at Halifax, and the Falmouth packet regularly arrives with the mails once a month. The situation of Halifax is very beautiful. The noble harbour in front, Bedford Basin beyond, and the north-west arm in the rear, with the extensive forests in the background, unite in exciting the admiration of every beholder.

The township of Halifax extends westward to the boundary line between this county and Lunenburg county. The land is of the worst description in the province, being both naked and barren; but the coast is almost one uninterrupted succession of harbours. The first is Sambro; it lies about a league north-west of the lighthouse, is easy of access, deep, and perfectly sheltered. There was a small settlement founded on it in 1780, and it contains a small fishing population. Between Sambro and Margaret's Bay are Pennant, Upper and Lower Prospect, Molineux, Dover, and Indian harbours, upon each of which are settled a few fishermen. St. Margaret's Bay is safe and capacious. It is four leagues in length and two in width, but at its entrance only two miles wide. It contains within it many smaller harbours and coves, affording shelter for ships of the greatest burden. The soil about the bay is fertile and well cultivated. It was settled by the descendants of some German and French families in 1783. Several streams fall into the bay, abounding with salmon and other fish.

The township of Dartmouth lies on the eastern side of Halifax Harbour. The land is of a far better description than that of Halifax township. There are some very fine farms belonging to the descendants of the original German settlers. A chain of lakes in this township, connected with the source of the Shubenacadie River, suggested the idea of the Shubenacadie Canal, which now completes a water communication between Halifax Harbour and the Basin of Minas. The town of Dartmouth lies opposite to Halifax, on the eastern side of the harbour, which is here about a mile wide; it considerably increased in size, population, and wealth during the late war, but has not since been so flourishing. A steam-boat constantly plies between Dartmouth and Halifax for the accommodation of passengers.

The township of Lawrence Town is situate on the coast to the east of Dartmouth township. It was laid out in 1754, and contains 20,000 acres. It is well watered; but the soil, with the exception of some marsh and interval land, is inferior, being mostly rocky and barren. The harbours are Cole Harbour, Lawrence, and Three Fathom Harbour, which are suitable only for small vessels.

The township of Preston is situated on the east of the township of Dartmouth, and on the north and in the rear of Lawrence Town. It was laid out and granted in 1784 to 388 proprietors—loyalists, disbanded soldiers, and free negroes. The negro settlers were industrious and thrifty, but some agents of the African Company induced them to remove to Sierra Leone. The land in this township is inferior and stony, but its proximity to Halifax gives it a value it would not otherwise possess.

The tract of country coastwise from Lawrence Town township to the boundary line of Sydney county is in general of inferior soil, and therefore but thinly settled. There are, however, several small but thriving settlements on the harbours and rivers, which are very numerous, the inhabitants being mostly engaged in the fishery. A short distance beyond Lawrence, the river Musquedoboit discharges itself into the sea. This is a fine river, rising near the Stewiack country, producing very good timber, and having some thriving settlements on its banks. Jeddore forms a long shallow bay, intricate and unsafe. Ship or Knowles Harbour is deep, bold, and distinguished by a white cliff resembling at a distance a ship under sail. The anchorage is good and safe in every part of it. Charles River, which runs into this harbour, proceeds from a chain of lakes at a small distance, of about twelve miles in extent, the lands on both sides of which are clothed with very superior timber. Beyond this lie several harbours, on which there are some small settlements.

There are few finer agricultural tracts than the country to the eastward of the river Shubenacadie, which composes the district of Colchester. It abounds with gypsum, lime, and coal, and is exceedingly well watered. About twenty miles up the river Stewiack, veins of coal rise to the surface, and freestone, lime, and roofing slate are found in the same neighbourhood; salt springs also, of considerable strength,

occur. There exist no obstacles to this river being made navigable for boats of ten tons' burden to the canal. On the northern branch of Gay's River, which falls into the Shubenacadie, a valuable vein of coal has been exposed to view by the action of the water, and iron ore, limestone, and slate are found in the same neighbourhood. Pine, spruce, and other valuable timber abound in this quarter, and the land is of very superior quality.

The first township in this fine country is Truro. This township was originally settled by the French, who were forcibly expelled in 1755. It was subsequently granted, in 1765, to some Irish emigrants, several of whom came to this province, under a Colonel M'Nutt, who found the remains of the French improvements, a quantity of diked marsh land, orchards, &c. in a state of tolerable preservation. The township contains 50,000 acres, and abounds with gypsum and limestone. The upland soil is good, well cultivated, and fruitful; and there is a considerable quantity of marsh and interval land of extreme fertility. The town of Truro is situated on the south side of Cobequid Bay, near its head, and contains about 100 houses. There are an episcopal and a presbyterian church, a court-house, a jail, custom-house, post-office, and masonic-hall. There are good roads to Halifax, Pictou, &c., and a handsome bridge, over the Salmon River. Truro township returns one member to the House of Assembly.

The township of Onslow adjoins that of Truro, and is situated on the north side of Cobequid Bay, by which it is bounded on the south, and on the west by the township of Londonderry. The soil, like that of Truro, is in general good. The Salmon, North, and Chiganois rivers run through it; the land on the banks of each of which, particularly on the North River, is of very superior quality. Some interval land on this river has been known to produce fourteen crops of wheat in succession, without manure. Salt springs have been discovered, and coal abounds, a seam of which has been worked for some years. The original French inhabitants had settlements in this township, and after their expulsion it was settled by Irish emigrants under Colonel M'Nutt in 1761, who found the remains of the French roads, buildings, and orchards, which they of course immediately occupied. The whole front of the township is

cleared upland; there is no town: there are several saw and grist mills. Halifax is the principal market for the produce of this and Truro townships. Onslow returns one member to the House of Assembly.

The township of Londonderry is situate on the north side of Cobequid Bay, and to the west of Onslow. It was also originally settled by the French, and afterwards by Colonel M'Nutt, 1763. The land is in general very good, whether marsh, upland, or interval, of the latter of which there is a considerable proportion. There are seven small villages in this township, in which are six grist-mills, five saw-mills, two carding and two oat mills; and it sends one member to the provincial parliament. Truro, Onslow, and Londonderry, with the several settlements Economy, Stewiack, Tatmagouche, Salmon River, &c., comprise a tract of country which, for richness of soil, mineral productions, local convenience, and beauty of scenery, is quite equal to any in this province. Cobequid Bay, around which they are all situate, is easily navigable on its northern shore by vessels of any magnitude, and on its southern by vessels of 150 tons, abounds with fish, and has several small harbours and inlets. The produce is carried to Halifax market, and exported to St. John's, New Brunswick; cargoes are also assorted for the West Indies, and lumber, in some quantities, exported to Europe: it is, in short, one of the best-circumstanced, most fruitful, populous, and best-cultivated districts in Nova Scotia. There are considerable quantities of land as yet ungranted in this district, estimated at about 50,000 acres, scattered up and down, about one-half of which may be fit for cultivation.

That part of the county of Halifax called the district of Pictou contains the three townships of Pictou, Egerton, and Maxwelton. It is a diversified county of hill and dale, well watered by numerous streams and rivers. The soil is very good, and it has been as well cultivated and is as productive as any in the province. It abounds with coal, iron ore, copper, freestone, and lime. The great coal field of this district is very extensive, and the coal is of the very best quality, and is now being worked by the lessees of His late Royal Highness the Duke of York, Messrs. Rundell and Bridge, of London. It has several good harbours, the principal of which are Pictou, Merigomish, Carriboo, and Tatma-

gouche, in all of which the Shore and Labrador fisheries are carried on to a great extent. The timber of this district is also of a superior kind, particularly the birch, which is considered the best in America. This district, though one of the last settled, is the most important part of the province; in fertility of soil, abundance and value of its mineral productions, proximity to the fishery, and facilities for carrying it on, it has the advantage of every other part of Nova Scotia. The French made very few settlements here while the province was under their dominion. The first British settlers were from Philadelphia, in 1765, and some Scotch from the highlands; to these were added further emigrants from Scotland, and in 1784 a considerable number of disbanded soldiers. The population is principally of Scottish descent, and certainly as enterprising, industrious, thriving, and wealthy as that of any other portion of this country.

The principal port is Pictou Harbour. It has a bar at its mouth, on which is twenty-two feet at low water: inside the bar it becomes a capacious and beautiful basin, with five, six, and nine fathom anchorage on a muddy bottom. It is admirably well situated on the Straits of Northumberland, opposite to Prince Edward Island, on the route from Halifax to Quebec, between which places there is not a safer or better harbour.

The principal town of this district is Pictou; it is situated on the harbour of that name, about three miles from the entrance. Although not very regularly laid out, the houses are generally better than in any of the other provincial towns; many of them are built of stone. It contains four places of worship—an episcopal, a Roman catholic, and two presbyterian chapels. There are also the Pictou Academy, a grammar-school, court-house, and public library. The population in 1828 was nearly 1500 souls, and it has since very rapidly increased; it cannot now be less than between 2500 and 3000. Pictou has been declared a *free warehousing port*, and its trade is very considerable in lumber, coal, and the fishery. Coasters from all parts of the Gulf of St. Lawrence resort to Pictou, and its exports have amounted to 100,000*l.* in a single year. One hundred vessels have been loaded here with timber for Great

Britain, and its exports to the West Indies were not less extensive and important.

There are still in this district some considerable portions of ungranted land in the interior, on the borders of Sydney county; the aggregate may be about 70,000 acres, upon the whole tolerably good land; and although not immediately adjacent to the sea, yet in no place above twelve or fifteen miles from it, and in all instances intersected by rivers which run into the sea at Pictou, Merigomish, and Antigonish harbours.

The population of the county of Halifax in the year 1817 was 30,196 souls. The population, live stock, quantity of land cultivated, and produce, in 1827, as appears by a census then taken, were as follows.

TOWNSHIP, &c.	Population. No. of Souls.	Live Stock.				Acres of Land cultivated.	Agricultural Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Halifax Town	14,439	399	458	39	493	1,020	128	4,105	23,601	1,021
Halifax Township	5,686	837	4,304	5,406	2,164	9,678	4,223	23,201	101,318	7,319
Dartmouth ditto	1,070	155	292	345	180	652	163	1,215	10,380	422
Pfeeston ditto	1,043	13	289	138	221	906	56	921	11,320	507
Lawrence Town ditto	1,391	75	1,446	1,887	789	1,598	774	2,883	33,739	1,684
Sundry Settlements	1,267	2	799	878	429	806	90	997	22,294	920
Truro Township	1,380	285	1,451	2,295	868	4,551	2,787	12,053	53,545	2,654
Onslow ditto	1,239	245	1,768	1,263	1,314	5,729	3,035	13,631	54,935	2,832
Londonderry ditto	1,398	249	2,045	2,431	1,330	4,924	4,195	12,114	55,000	3,581
Sundry Settlements	3,686	661	4,913	6,724	3,400	13,931	8,627	26,220	128,755	7,689
Pictou Town	1,439	73	192	244	23	766	474	2,433	9,815	380
Pictou Township	4,777	487	4,411	7,572	8,515	17,996	12,896	29,793	193,955	4,176
Egerton ditto	5,622	819	5,593	10,798	3,374	24,270	22,121	51,152	133,444	5,577
Maxwelton	2,111	230	1,505	2,514	1,022	6,149	2,607	14,184	44,445	1,635
Total county of Halifax	46,548	4,530	29,464	43,534	24,122	92,976	62,246	194,902	876,546	40,397

COUNTY OF SYDNEY.

The county of Sydney is the most easterly part of the province: it is bounded on the west by the county of Halifax; on the south by the Atlantic Ocean; on the east by Chedabucto Bay, the Gut of Canseau, and St. George's Bay; and on the north by Northumberland Straits. It is divided into two districts, called the Upper and the Lower District,



IMP000035862ENG

and contains seven townships, viz. Dorchester, Arisaig, Tracadie, St. Andrew's, Manchester, Guysborough, and St. Mary's. The soil of the northern and eastern part of this county—interval, alluvial, and upland—is equal to any in the province. The agricultural produce is very considerable, and large quantities are exported. The lumber trade is extensively carried on, and the fisheries are the best in the province. It is exceedingly well watered, abounding with lakes and rivers, and no part of the province affords so many fine harbours. This county contains the greatest quantity of crown or ungranted land of any in the province. It has been estimated at 120,000 acres of available land, situate between Guysborough and Coventry Harbour in one direction, between Milford Haven and St. George's Bay in another, and to the westward of the river St. Mary in a third.

The township of Dorchester, or Antigonish, is situate on and about the bay of that name. The first settlement made by the English was in 1784, and it was materially increased in 1795 by emigrants from Scotland. Dorchester, or Antigonish, is the shire town of the district. It is situated about a mile above the navigation on Antigonish River. It has but one principal street, and contains a court-house, a Roman catholic, a presbyterian, and a baptist church. It is a very pretty village, and is the principal trading place in the district. The harbour is about six miles in length; but the entrance is narrow, over a bar with only nine feet at high water, and difficult of access.

The townships of Arisaig, St. Andrew's, and Tracadie are extremely fertile, well peopled, and highly cultivated. The inhabitants are extensively engaged in the lumber trade and fisheries, and are an industrious thriving population.

The township of Manchester contains all that part of the county lying between Milford Haven and the Gut of Canseau. The soil is of an excellent quality; lime abounds; coal has been discovered in several places at the head of Milford Haven, and is supposed to extend over a large tract of country. The population is scattered and not numerous.

The township of Guysborough reaches from Crow Harbour to the northern bounds of the Lower District. The original grant was 100,000 acres, made to some American loyalists in 1784. The land of this town-

ship is extremely good, but the fisheries afford such lucrative employment that very little more land is cultivated than is sufficient for internal supply; but great quantities of horses, black cattle, and sheep are reared, and several cargoes are annually exported to Newfoundland, together with considerable quantities of butter.

Milford Haven is situate at the head of Chedabucto Bay. Though narrow and difficult at the entrance, having a bar with eighteen feet at low water, it opens into a spacious and beautiful basin, about half a mile wide and three miles long, completely sheltered and affording good anchorage: after a narrow passage of two miles, it opens into another spacious harbour for four or five miles more, navigable the whole way for ships of 500 tons' burden. The town of Guysborough is situate at the western side, near the entrance of the lower basin, and commands a full view of Chedabucto Bay and its southern shore as far as Canseau, and few places possess more beautiful natural scenery. It contains a court-house, an episcopal, a Roman catholic, and a methodist church, besides several chapels scattered through the township. The land on both sides the harbour is very good, and has been long since cleared of timber, now affording extensive natural meadows and pastures.

The extensive bay of Chedabucto is formed by Cape Canseau on the west, and Cape Hogan, in the island of Cape Breton, on the east, and is twenty-five miles in length and fifteen in breadth. It is altogether free from rocks and obstructions, and is navigable throughout for the largest ships. Milford Haven and Guysborough Harbour lie at its head, and Fox Island, Philip Harbour, Crow Harbour, and Canseau on its southern shore. The fisheries of this great bay are as productive as any in the known world. The inhabitants are all engaged in them, and the quantities of cod, herring, and mackerel taken are immense.

Canseau is situate at the southern extremity of the county. The greater part of this district is a barren naked rock, with a few hills of good land. The town-plot, called Wilmot, is situate on the southwestern side of Canseau Harbour. It has lately been much improved. The harbour of Canseau is a very excellent one, accessible at all seasons of the year. The strait is called Little Canseau, and is navigable for the largest ships, affording safe and commodious anchorage. During the

prevalence of westerly gales, all the vessels to and from the Gulf of St. Lawrence anchor here, and wait for a favourable wind; and it is a great resort for the fishing-craft in the season.

St. Mary was formed into a township in 1818, and contains 280,000 acres. The lands along the shores are stony and barren, but improve very much in the interior. Timber of a superior description abounds, and there are extensive tracts of ungranted crown lands of good quality. The first settlement in this township was made at Coventry Harbour, by American refugees, in 1784, who built a small town called Stormont, beautifully situate on the east side of the harbour, where it is about half a mile wide, and navigable for ships of the line. Coventry Harbour is a noble port, navigable for the largest ships for ten miles above its entrance, and forms the most extensive inlet from Halifax to Canseau.

The river St. Mary falls into the Atlantic Ocean about ninety miles east of Halifax, and fifty west of Canseau. It has a bare entrance, upon which there is eleven feet water at lowest ebb tide, and is navigable for vessels of the first class for about nine miles. The river divides into several branches, flows through a well-wooded country, and is remarkably convenient for floating down lumber. Sherbrooke is situate at the extreme head of the navigation of the river, and is accessible to vessels of 50 to 100 tons. A very considerable lumber trade has been and is carried on from this place. Several good roads have been opened through the township, and its natural advantages are such as to require only population and capital to make it equal to any settlement in the county of Sydney.

COUNTY OF SYDNEY.	Population. Souls.	Live Stock.				Land cultivated. Acres.	Agriculture.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Dorchester Township	2,432	173	3,416	5,090	1,456	8,425	4,711	9,085	75,060	3,387
St. Andrew's ditto	1,632	115	2,648	3,825	1,211	7,456	4,287	5,931	58,297	2,275
Arisaig ditto	1,568	132	2,257	3,913	1,004	7,961	4,975	6,156	50,260	1,793
Tracadie ditto	1,471	143	2,172	4,130	1,382	6,569	3,405	7,241	49,610	2,557
Manchester, Guysborough, and St. Mary's ditto	5,657	285	5,213	7,391	2,652	8,054	4,541	9,760	130,061	5,782
Total county of Sydney	12,760	848	15,706	24,349	7,705	39,465	21,919	38,173	363,288	15,794

CUMBERLAND COUNTY.

This county is bounded on the north-west by the Chignecto Channel, Cumberland Basin, the Missiguash River, and the boundary line between Nova Scotia and New Brunswick, which runs from the source of that river to Bay Verte; on the east by the Straits of Northumberland; on the south-east by the county of Halifax; and on the south-west by the township of Tansborough and part of the Bay of Fundy. It contains two townships, Amherst and Wallace, besides the several settlements of Fort Lawrence, Maccan, Nappan, Minudie, West Chester, &c. The soil of this county is various. On the shore of the Chignecto Channel and Cumberland Basin there are considerable tracts of valuable marsh land. The upland is in general of very superior quality, of which a large tract, quite through the county from Minudie to Tatmagouche, remains ungranted, and at the disposal of the crown. Coal, lime, and gypsum are found almost every where. Iron ore is indicated in several places, and copper ore at Toney's River; and there are good salt springs at Philip River. This county is remarkably well watered, being traversed by several rivers, and it has several fine harbours on both its shores.

The settlement of Fort Lawrence adjoins the boundary line, lying between the rivers Missiguash and La Planche. It consists principally of dike land, and is one of the most productive in Nova Scotia. Vast quantities of hay are raised, and herds of cattle fed, upon these lands, and the farmers are generally wealthy and independent.

The township of Amherst contains 26,750 acres, of which a considerable quantity is dike land, and the remainder interval, upland, and wood. Meadow and grazing are the principal agricultural pursuits, and beef and butter are raised and exported to a large amount. The little town or rather village of Amherst is in a flourishing condition. It is situate near the narrow isthmus which here separates the Bay of Fundy from Northumberland Straits; it is therefore connected with the navigation of both, and can with the same facility avail itself of the

markets of St. John and Miramichi. The river Tidnish in this township flows into Bay Verte, between the head of which river and the source of the river La Planche, which falls into the Bay of Fundy, there is a portage of only one mile. The near approach of the waters of the Bay of Fundy and of the Straits of Northumberland to each other at this point naturally suggests the idea of connecting the navigation of both by a canal. The ground has been examined and surveyed, and the practicability of such a work ascertained. The expense of making a canal for sea-going vessels of eight feet draught has been estimated at 67,728*l.* 14*s.*; and no doubt a work of such importance, not only to this province and New Brunswick, but to the whole intercolonial trade of British North America, will in a short time be effected, either by public or private funds.

The settlements on the Maccan, the Nappan, and the Hibbert River, and at Minudie, consist principally of the same quality of dike land as Amherst, and are cultivated in the same manner, meadow and grazing. The settlement at Minudie consists of Acadians, the descendants of those who escaped the general expulsion of that people in 1755. They are a temperate, industrious people, forming a little distinct community, and pursuing their own customs, language, and religion with remarkable pertinacity. Great quantities of shad are taken at Minudie, in weirs in the flats, which are exposed at low water. A quarry of grindstones is worked to a great extent in the neighbourhood, and the stones exported in large quantities to the United States. Coal also is found here, and if properly worked might supply the demand of St. John and all the places on the Bay of Fundy.

Tatmagouche Bay is situate at the north-eastern border of the county, on the gulf shore adjoining the district of Pictou. The river of that name runs into it. The lands on both are fertile and well cultivated, and the settlement is in a thriving condition.

The township of Wallace contains several populous and growing settlements. The town of Wallace is situate at the mouth of the noble bay of that name. It was settled by loyalists from New York, who engaged largely in the lumber trade, which is still carried on in this part of the country. Wallace Bay is navigable for the largest ships for above six miles, and for smaller ones above twelve. The river Remsheg, after

a course of twenty-five miles, discharges itself into the bay, and is well stocked with salmon and trout. The lands on the bay and river are of a very superior quality, and the country is well settled. On the opposite side of the bay is Fox Harbour. It was settled by highlanders from Scotland about twenty years ago, who are now both comfortable and affluent. Pugwash settlement is situated on Pugwash Bay, the best harbour in the county. The shore is so bold, that vessels of 500 tons may lie with safety, at all times, within twenty yards of it. Above the channel, which is not more than a quarter of a mile wide, it becomes a beautiful basin, into which the river Pugwash, which rises in a chain of lakes about seven miles distant, discharges itself. The land, on the harbour and river is of superior quality, although not very populous. The river Philip, which is a union of several others rising in the interior of the county, also discharges itself into the sea near Pugwash Harbour. This river is remarkable for the quality and size of its salmon and trout, and gaspereux and shad are also abundant. There are several salt springs in this district: the most remarkable is one on the Black River, a branch of the Philip, which gives five gills of salt to every two gallons by common boiling, and the brine is highly medicinal. The settlements on this river have not flourished. The inhabitants are principally engaged in the lumber trade, and do not pay as much attention to agriculture as in other settlements in the county. Goose River forms a small barred harbour between Pugwash and Tidnish. There are some good tracts of dike and interval land, but the settlement is as yet in its infancy.

West Chester is situated on the summit of the Cobequid highlands, in the centre of the county. It was settled by loyalists from New York. The soil is naturally good, but the local situation is much against it, and the settlement is on the decline.

The county of Cumberland is well intersected by roads in all directions. The great road from Halifax to Quebec runs quite through it. Although containing some of the richest, and the greatest quantity of dike and other valuable land, of any county in the province, agriculture, with the exception of meadow and grazing, is not as extensively followed as it might be. Little grain is exported from this county, but the export of beef and butter is considerable. The grazing farmers in

the districts bordering on the Bay of Fundy are as wealthy and independent as any in Nova Scotia; but the same remark will not apply to the settlements on the Gulf shore, where the inhabitants are principally engaged in the lumber trade, to the neglect of their rich and valuable lands.

The county returns two members to the provincial parliament, and the township of Amherst one. The population of the whole county was, in 1817, 2965 souls. The census of 1827 gave the following results as to population, agriculture, and stock.

	Population. No. of Souls.	Live Stock.				Acres of land cultivated.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Amherst township	1,318	384	2,166	2,837	1,354	8,434	3,511	11,323	88,560	4,037
Wallace ditto	1,917	322	2,250	3,944	1,752	8,506	5,394	9,514	69,789	3,346
Minudie, Nuppan, Manow, and Hibbert River Settlements }	1,440	378	2,711	3,255	1,623	8,055	3,545	7,639	80,970	4,417
Fort Lawrence, West Chester, &c.	681	180	1,099	1,560	804	4,313	1,702	5,591	30,587	1,990
Total county Cumberland	5,356	1,264	8,226	11,566	5,533	29,308	14,152	34,067	269,897	13,790

HANTS COUNTY.

The county of Hants is bounded on the north by the Minas Basin, on the east by the Shubenacadie river, which divides it from Halifax county, on the south by Halifax county, and on the west by the King's county and the county of Lunenburg. It contains six townships: Windsor, Falmouth, Newport, Rawdon, Kempt, and Douglas. The county returns two members to the provincial parliament, and the townships of Windsor, Falmouth, and Newport, each one. The greater part of this county was originally settled by the French, who enclosed the dikes and marsh lands, and brought them into a state of cultivation and improvement, so as to enable them, before their expulsion from the province in 1755, to export wheat and other grain to Boston. After their expulsion their farms and improvements were laid waste and abandoned, until within about the last twenty-five years, when the English

became aware of the value of these tracts, and they were granted in extensive lots to the then members of Council, and others.

Windsor township was originally settled by the French, as before mentioned. It is an agreeably diversified county of hill, dale, and lawn. It contains a considerable quantity of marsh and interval land. The climate is considered warmer than either to the north or south of it, and it is well adapted for the growth of wheat and other grain. The orchards originally planted by the French have been improved and extended, and fruit is abundant and good. There is abundance of gypsum found in this township, and it forms a very considerable article of export to the United States. The local scenery is very beautiful, and coming from Halifax, the contrast to the general character of the southern part of that county is striking and remarkable. The river Avon receives the Kennetcook, St. Croix, and Cockmagon, and conducts them to the Minas Basin. The rise and fall of the tide at Windsor is thirty feet, and the bed of the river is at times entirely exposed. The extreme breadth of the river here is about 1000 feet, and it is intended to erect a bridge over it. Windsor town is the shire town of the county. It is situated at the confluence of the St. Croix, and the Avon rises forty-five miles from Halifax; the great mail-road from that place to Annapolis running through it. Windsor contains an university (King's College), an academy, episcopal, Roman catholic, presbyterian, baptist, and methodist churches, a court-house, and county jail. Packets ply between Windsor and St. John's, New Brunswick, and also to Parrsborough, across the Minas Basin, and the mail-coach runs to Halifax and Annapolis three times a week. Windsor is the only town in the county of Hants; there being nothing like a town in any of the other townships.

Falmouth township is situated between Windsor and Horton township, in the King's county. It was granted in 1759, and contains 50,000 acres. A range of mountains form the rear, a gradually sloping upland the centre, and a border of marsh the front of this township. It is well cultivated and thickly settled, and the people are generally in comfortable circumstances.

Newport township lies on the eastern side of the river St. Croix. It was granted in 1761, and contains 58,000 acres. There is a good portion

of dike and interval land, and the upland is generally very superior, particularly on the river St. Croix and Kennetcook. This township is well cultivated by a native population, descended from the first New England settlers.

Rawdon township lies between Newport and Douglas. It was laid out in 1784, and contains 24,000 acres. The first settlers were New England loyalists. It consists principally of very good upland. The chief cultivation is hay for the Halifax market.

Kempt township contains 80,000 acres. It is situated on the borders of the Minas Basin, and consists almost wholly of upland, which is deep and productive. At the ebb of the tide the flat shore is exposed to view, and the alluvial deposit thereon affords an inexhaustible supply of excellent manure. This township contains both gypsum and lime in abundance, and there is a good cod and herring fishery.

Douglas township is bounded on the north by Cobequid Bay, on the east by the Shubenacadie river. It contains 105,000 acres, granted to Colonel Small, for the location of the 2d battalion 84th Regiment in 1784. It is one of the finest townships in the province, containing a great proportion of marsh, interval, and upland, and abounding with coal, gypsum, lime, freestone, and slate. Nothing can exceed the fertility of the lands on the Shubenacadie river.

The population of this county in 1817 was 6318 souls. The census of 1827 gives the following results as to population, live stock, and agricultural produce.

	Population. No. of Souls.	Live Stock.				Acres of Land cultivated.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Windsor Township .	2,065	884	1,642	2,761	864	6,195	4,433	10,337	42,531	3,555
Falmouth ditto . .	869	248	839	1,555	834	3,017	2,190	5,249	29,885	2,394
Newport ditto . . .	1,960	528	2,781	4,417	1,390	11,035	4,350	10,437	54,629	3,626
Rawdon ditto . . .	865	247	898	1,760	652	5,571	1,586	5,558	25,665	1,996
Kempt ditto . . .	595	148	563	769	390	2,271	773	2,035	9,350	970
Douglas ditto . . .	2,273	431	2,752	3,601	1,797	9,442	5,188	11,712	6,588	5,436
Total Hants county	8,627	2,486	9,475	14,863	5,927	37,531	18,520	45,328	227,948	19,977

KING'S COUNTY

Is bounded on the south by the counties of Hants and Lunenburg, on the west by the county of Annapolis, on the north by the Bay of Fundy, and on the east by the county of Cumberland. It contains four townships, Horton, Cornwallis, Aylesford, and Parrsborough.

The township of Horton was originally settled by the French, and in it was situated the French village of Minas, of which no traces are now to be seen, except the cellars of the houses, a few old orchards, and the constant appendage of an Acadian settlement, scattered groups of willows. It contains 100,000 acres, and was settled by the English in 1760, with emigrants from New England, who found the dikes much dilapidated, and the meadows under water. After considerable difficulty, delay, and expense, the tide was at length shut out from all the old enclosed lands, by means of embankments. This township has about 4000 acres of diked land, besides interval and salt marshes; and the upland, the hilly and broken, is mostly good tillage land. The only village in the township is Kentville, on the borders of Cornwallis. It contains several good private houses, a court-house, a jail, and a good grammar school. There are one episcopalian, one presbyterian, two baptist, and two methodist churches, in the township, eleven grist-mills, two oat-mills, five saw-mills, one flax, and three fulling-mills, and two carding machines. The river Gaspereaux, which flows through the entire township, abounds with salmon, trout, smelts, and the fish called gaspereux.

Cornwallis township lies between Horton and Aylesford, along the Minas Basin and Bay of Fundy. It was settled at the same time with Horton by emigrants from Connecticut. This township is well watered by several rivers, and the land throughout is of the very best quality, every farm having a proportion of dike, meadow, and upland, whereby the farmers are enabled to keep large stocks of cattle. There are numerous and productive orchards; and this township, from its extraordinary fertility, has been styled the garden of the province. There are in it one episcopal, one presbyterian, one methodist, one independent, and

three baptist chapels; also sixteen saw-mills, eleven grist-mills, one oat-mill, and two carding machines.

Aylesford township lies between Cornwallis and Wilmot, in the county of Annapolis. It was settled by loyalists in 1784. The soil and productions are similar in all respects to those of Cornwallis.

Parrsborough township is situated on the eastern side of Minas basin, by which it is divided from the rest of the county. The land is much broken and hilly, but in general the soil is good and fruitful, there being a considerable quantity of interval. The village of Parrsborough is on the shore, from whence packets sail to and from Windsor and Horton, twice a week.

The Minas basin is a large reservoir that receives the waters of nineteen rivers, some of very considerable magnitude, and communicates with the Bay of Fundy by a strait between Partridge Island and Cape Blomedon. The tides rise in this basin higher than in any part of America, and rushing in with extraordinary velocity from the Bay of Fundy, deposit vast quantities of alluvial matter on the shore, whereby those tracts of rich dike and marsh land have been formed, which render the districts surrounding it the most productive, best settled, and populous in Nova Scotia.

The population of this county was in 1817, 7,145 souls. The census of 1827 gave the following results as to population and agricultural produce.

	Population. Souls.	Live Stock.				Acres of Land cultivated.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Horton Township	3,014	629	4,121	5,650	2,791	11,286	9,452	25,258	148,386	8,251
Cornwallis Ditto	4,404	261	5,316	8,484	3,227	13,100	11,555	28,270	281,727	11,120
Aylesford Ditto	1,098	164	1,192	2,017	629	3,429	1,642	4,591	29,925	2,581
Parrsborough Ditto	1,692	235	1,951	2,423	1,585	6,335	3,019	7,018	78,865	3,334
Total King's county.	10,208	1,789	12,580	18,574	8,232	34,150	25,668	65,137	533,903	25,286

COUNTY OF LUNENBURG.

The county of Lunenburg was laid out in 1754: it is bounded on the north by King's and Annapolis counties, on the east by Halifax, on the west by Queen's county, and on the south by the Atlantic ocean. It contains three townships, Chester, Lunenburg, and New Dublin, and returns two members to the provincial parliament.

The township of Chester was laid out in 1760, and first settled by emigrants from New England, to whom were subsequently added several German families. The land is, in general, covered with spruce and fir timber, well watered, and capable of cultivation. Indications of coal are observed near Chester, and lime, yellow ochre, and pipe clay, are found in several places. The principal harbour is Mahone Bay, which is very extensive, and affords secure anchorage inside its numerous islands, to vessels of the greatest magnitude. Chester town is situated on the north side of the bay, about nine miles from its mouth, upon a snug and commodious harbour. It is a very thriving town, and carries on a very considerable lumber trade and fishery. There are seven saw-mills, two grist-mills, and a fulling-mill, in this township, and an episcopal and a baptist church.

Lunenburg township is, next to Halifax, the oldest formed by the English in this province. It was settled in 1753, by 400 families of Dutch and Germans, who were brought out at the expense of the British government, and who received very liberal encouragement and assistance. The settlement continued to prosper, more or less, and in 1791 the population amounted to 3247 souls; since when it has increased both in population and wealth. The harbour of Lunenburg is small but easy of access, and is well sheltered by Cross Island; vessels can lie alongside the wharfs in fourteen feet water. The town of Lunenburg is constructed on a regular plan; it is the shire town, and contains about 250 dwelling-houses, stores, &c. There are a court-house and jail, and four churches, Episcopalian, Lutheran, Calvinist, and Methodist. There is an extensive trade carried on here with the West Indies, Newfoundland and Quebec. Lunenburg is one of the flourishing townships of

the province, and although the land is nowhere rich, yet its contiguity to the Halifax market enables the settlers to raise and dispose of any article of produce with advantage. This township returns one member to the provincial parliament.

New Dublin township is situate on the river and harbour of La Have. It was originally granted to some New Englanders, who very soon abandoned it, and it was subsequently granted to German and other settlers. The lands bordering on the harbour and river La Have are stony and mountainous, abounding with timber of large growth and value. The land to the westward, on Petit River and Palmerston Bay, is of a better quality. The river La Have takes its source far in the interior, and falls into the harbour of La Have. This harbour is very spacious, forming an inner and outer harbour. The outer harbour affords good anchorage, and is formed and sheltered by several islands, which are well calculated for drying fish. The inner harbour is formed by the river; it is capacious, and navigable for fifteen miles. The bar at the entrance has twelve feet at low water; inside there are soundings from eight fathoms gradually to three. Considerable quantities of fish are taken here, and several vessels are annually loaded with lumber and timber for Great Britain. There are on the La Have upwards of thirty saw-mills, and on the west side of the river the remains of an ancient French fort, built in 1632, are still to be seen.

The Statistics of the County, as taken in 1827, are shown by the following Table.

	Population. Sou's.	Live Stock.				Land cultivated. Acres.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Busbels of Wheat.	Busbels of other Grain.	Busbels of Potatoes.	Tons of Hay.
Chester Township	2,092	38	1,645	2,412	1,151	3,346	558	6,061	56,800	1,746
Lunenburg ditto	5,038	105	5,042	6,350	2,766	7,081	2,008	21,044	193,028	6,249
New Dublin ditto	2,275	59	2,291	2,376	1,414	3,040	551	6,041	84,335	2,582
Total Lunenburg county	9,405	202	8,978	11,238	5,331	13,467	3,117	33,146	334,163	10,577

QUEEN'S COUNTY.

This county is bounded on the north by Annapolis county, on the east by Lunenburg, on the west by Shelburne county, and on the south by the Atlantic ocean. It contains two townships, Liverpool and Guysborough, and returns three members to the provincial House of Assembly, viz. two for the county, and one for Liverpool township. The interior of this county is stony, and generally incapable of cultivation. On the sea board it is somewhat better; there are, however, several tracts of better soil, and several thriving settlements.

Liverpool is the shire town of the county. It is surrounded by hills, well watered, and enjoys a pure air. It contains about 250 houses, stores, &c.; a court-house, jail, and three churches, episcopalian, congregational, and methodist; a school-house and block-house. It is one of the best built and most regular county towns in the province, and there is a handsome drawbridge, 1100 feet in length, over the river Mersey. The trade of the place is very flourishing, consisting of the lumber trade and fishery, both Shore and Labrador, and carried on with Europe and the West Indies. The harbour was called by the French Rosignol. A light-house stands on Officer's Island, at the entrance of the harbour, and is distinguished by revolving every two minutes. This harbour never freezes over, and is accessible at all seasons; but there is a bar at the entrance of the river, with only nine feet at ebb and fifteen feet at flood tide, so that large vessels are sometimes obliged to anchor at Henry Cove.

Port Medway is a very fine harbour, capacious, navigable, and safe; having from five to fourteen fathoms. The river Medway runs into it, upon which is situated Mill village, containing several good houses, a church, and school-house, and the land here is the best in the county. There is a considerable lumber trade and fishery also carried on here. Port Mouton is situated to the westward of Liverpool. A settlement was founded in 1783, called Guysborough, but subsequently in great part abandoned: it has never flourished, and is now an inconsiderable place. There are also small settlements at Port Jollie and Port Hibbert,

both of which are shoal harbours, yet both the fishery and lumber trade are carried on to some extent.

The population of the county was, in 1817, 3,098 souls. The census of 1827 gave the following results as to population and agriculture.

	Population. Souls.	Live Stock.				Land cultivated. Acres.	Produce.			
		Horses	• Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of other Grain.	Bushels of Potatoes.	Tons of Hay.
Liverpool Township	4,342	91	1,601	1,237	1,543	3,006	644	1,624	27,430	2,220
Guysborough ditto	505	4	312	412	272	452		118	7,237	338
Brookfield Settlement	458	68	523	782	449	2,172	715	1,464	9,250	949
Caledonia ditto										
Harmony ditto										
Total of the county	4,225	163	2,436	2,737	2,264	5,630	1,359	3,276	53,917	3,507

ANNAPOLIS COUNTY.

Annapolis county is bounded on the north and west by the Bay of Fundy, on the south by Shelburne, Queen's, and Lunenburg counties, and on the east by King's county. It contains six townships, Annapolis, Granville, Wilmot, Clements, Digby, and Clare; and it returns five members to the provincial parliament, viz. two for the county, and one for each of the townships of Annapolis, Granville, and Digby. The first European settlements in Nova Scotia were established by the French in this county, who made some very extensive improvements. After the expulsion of the Acadians, their lands became an object of attention to the people of the British colonies, a considerable number of whom removed thither in 1764, and obtained a grant of the township of Annapolis. This township contains a considerable quantity of valuable dike land; and the upland, though stony, is generally good. Annapolis is the county town. It was founded by the French, who called it Port Royale, and was the capital of the province while in their possession. It was also the seat of the British government until 1750, when it was superseded as such by Halifax. The town is built upon a peninsula, which projecting into

the river, forms two beautiful basins, one above and one below the town. It has not much increased in size or population since the conquest of the province, but it is still a respectable town. It contains a government house, a court house, an episcopalian and methodist church, an academy, commodious barracks, and several handsome private buildings. The military works erected at various times for its defence are now in a state of decay. There are several good roads leading to all parts of the province; a stage coach runs through Granville, Wilmot, Aylesford, Cornwallis, Windsor, and Newport, to Halifax; and a steam packet plies constantly to St. John's, New Brunswick. The trade of this town is comparatively insignificant to what it formerly was, business being removed to other more convenient and better circumstanced settlements.

Granville and Wilmot townships comprehend, for 46 miles, the peninsula formed by the river Annapolis, running parallel to the Bay of Fundy. They were granted in 1764 to several New England settlers who came here. The land is of a very superior quality, consisting of dike, salt marle, interval, and upland. The river Annapolis rises in the King's county, and, keeping its course parallel to the Bay of Fundy, runs into and from the harbour of Annapolis, and is navigable up to Bridgetown, in Granville district. This thriving village is situated just at the head of the navigation of the river, and is the place of shipment for the produce of these districts. It contains an episcopalian, a methodist, and a baptist church, some good dwelling-houses, and several stores and shops. A small peninsula, extending from Granville township into Annapolis Bay, was the first piece of land cleared, by the French, for cultivation in Nova Scotia. These townships are well cultivated and thickly settled, and contain, besides those at Bridgetown, ten churches of various denominations. The whole coast of these townships, on the Bay of Fundy, affords no shelter for vessels; to remedy which, a pier has been erected on the shore in Wilmot township, which answers the purpose of a port, and enables the inhabitants to ship their lumber and other produce. The farms in these townships are in general well cultivated and productive; most of them have orchards; and the cider and cheese made here are equal, if not superior, to any in the province.

Clements township is situated between Annapolis and Digby town-

ships. It was settled in 1784 by some disbanded Hessian and American loyalists. The land, though hilly and irregular, is in general of a superior quality; great quantities of fish, herrings, aluvers, and shad are taken on the shore of the basin in weirs. Iron ore exists in this township in great abundance; and here, and at Moore River, the Annapolis Iron Mining Company have erected their works, from which metal of very superior quality has been produced.

The township of Digby extends from Clements township to the river Sissiboo, and within its limits are Long Island and Brian Island. It was granted to American loyalists in 1784. It contains a portion of marsh and interval land, and the timber is very good. The town of Digby is situate on the Basin of Annapolis. It contains about 200 houses, a court-house, and spacious church. The air is salubrious, and the situation agreeable; and it is much frequented in the summer by company from St. John's, to which a steam-packet runs three times a week. The inhabitants of this town and neighbourhood are largely engaged in the cod and mackerel fishery along the coast. About three miles below the town of Digby is the entrance from the Bay of Fundy to Annapolis Basin, through a strait called Digby Gut. At this entrance is a lighthouse, well situated for the navigation of the bay. There is a very pretty little settlement at the mouth of the Sissiboo, called Weymouth; the situation is peculiarly pleasing, and there are a number of respectable inhabitants, whose farms are in a good state of cultivation.

The township of Clare, including the settlement of New Edinburgh, lies between Digby and Yarmouth, in Shelburne county. It is almost exclusively settled by Acadians, the descendants of those who were expelled from this province in 1755, and allowed to return after the peace of 1763; and here those people preserve their distinctive character and customs more especially than any where else in Nova Scotia. This township is in a flourishing condition. Farming, lumber, and the fishery are industriously and extensively carried on. There are several small vessels owned by the inhabitants; they have erected between thirty and forty saw-mills and several grist mills. The whole township forms one parish, and contains two Roman catholic chapels, one of which is a very spacious, handsome place of worship.

The three townships which compose the western district of this county have not the same advantages of salt-marsh and intervals which the other districts possess: but the upland is in general good, the pasture abundant and sweet, the timber of the best quality, and the fishery most valuable. Much of this tract of country remains as yet uncultivated, but is not of a quality to invite strangers to settle in it, however advantageous it may be for the increasing resident population.

The navigation of the Bay of Fundy has been represented as difficult and dangerous; but the experience of years has proved the reverse: for in fact fewer vessels have been lost in it than in any other equal portion of the seas of North America. The tide rises to a great height, sometimes seventy feet, in the bay, and it flows with great rapidity, running at the entrance at the rate of about three miles an hour, and increasing as it advances to more than seven, and at length rushing with impetuosity into the Minas Basin and Chignecto Bay. This rise and flow of the tide considerably aids, the navigation both in and out of the bay. On the Nova Scotia side there are few or no ports from Minas Basin to Annapolis; but from thence to the entrance, and round to the Atlantic, there are several places affording anchorage and shelter.

The population of the county of Annapolis was, in the year 1817, 2817 souls. The census of 1827 gave the population, live stock, and agricultural produce as follows.

	Population. Souls.	Live Stock.				Cultivated Land. Acres.	Produce.			
		Horses.	Horned Cattle.	Sheep.	Swine.		Bushels of Wheat.	Bushels of Potatoes.	Bushels of other Grain.	Tons of Hay.
Annapolis Township .	2,578	314	2,713	8,315	1,291	4,758	1,225	65,415	7,270	5,182
Granville ditto . .	2,526	264	2,789	3,767	1,194	4,200	1,714	54,699	4,125	4,062
Wilmot ditto . . .	2,294	328	2,435	4,173	1,327	5,190	1,780	49,816	5,455	4,525
Clements ditto . .	1,611	153	1,400	2,290	614	2,649	467	32,630	2,307	2,051
Digby ditto . . .	3,614	216	2,799	5,605	1,037	2,492	195	78,688	4,055	3,632
Clare ditto . . .	2,038	76	1,736	2,892	1,314	2,885	29	104,230	3,097	2,090
Total Annapolis county	14,661	1,351	13,872	27,042	6,804	22,174	5,410	385,478	26,309	21,549

COUNTY OF SHELBURNE.

This county is bounded on the north by Annapolis county, on the east by Queen's county, and on the south and west by the Atlantic ocean. It contains four townships—Shelburne, Barrington, Argyle, and Yarmouth, and returns five members to the House of Assembly, viz. two for the county, and one each for the townships of Shelburne, Barrington, and Yarmouth. The whole of the interior of this county remains, with few exceptions, in a wilderness state. In some places it is well wooded, and the soil of a good quality. The whole population is settled on the sea coast, where the best land is found.

Shelburne township lies between Port Hibbert, on the boundary of the Queen's county, and the river Clyde. It was granted in 1764 to Colonel M'Nutt, a spirited adventurer from the north of Ireland, who, with his associates, obtained a grant of one million acres in the province, to be selected where he chose. He selected 100,000 in this township; but having failed to fulfil the condition of the grant, it became forfeited. It was subsequently settled by American loyalists, 500 families of whom arrived here in 1783, and the number was subsequently very much increased. They erected the extensive town of Shelburne, on the harbour of that name. This town arose with astonishing rapidity, and in the course of a year its population was not less than 12,000. Its decline was almost as rapid: owing to many and insurmountable combining circumstances, it began immediately to decay, and now is in a most deserted and dilapidated state. The harbour of Shelburne is esteemed one of the best in America; it is twelve miles in length, easy of access, and perfectly secure, affording anchorage for ships of the heaviest burthen. On M'Nutt's Island, situate at the entrance of the harbour, stands a light-house, in lat. $43^{\circ} 40'$ and longitude $65^{\circ} 8'$ west from Greenwich. The lantern is 125 feet above the sea, and has been lately filled with Argand lamps, which may be seen at thirty miles distance. It is in every respect similar to the light-house at Halifax, with the exception of showing an inter-

mediate light about half way from the lantern to the base. The river Clydé rises upwards of forty miles in the interior, in an extensive chain of lakes, and at its junction with the sea forms two harbours, called Cape Negro Harbours. It is said to be one of the most beautiful rivers in Nova Scotia. The lands surrounding the lakes and head of this river abound with valuable timber.

Barrington township lies between Shelburne and Argyle, and includes Cape Sable Island. It was granted in 1760 to 200 proprietors from New England. It contains 100,000 acres, a great part of which is barren and bog. The soil is rocky and stubborn; but in several places, when well tilled and manured, yields abundant crops, particularly of grass. The climate is much milder than in the more eastern districts of the province, and fog prevails in June, July, and August. It was originally inhabited by the Acadians. The principal occupation of the inhabitants is the Shore and Labrador fishery, which yields large quantities of fish for export to the West Indies. In front of this township is Sable Island. Another island forms Cape Sable, the most southern point of Nova Scotia. Barrington Harbour is shoal, but safe and convenient for small vessels; at the head of it is the inconsiderable village of Barrington. The inhabitants of the township are scattered along its coast, the better to take advantage of the fishery.

Argyle township lies between Barrington and Yarmouth, and is bounded on the south and west by the sea. It includes all the islands in front of it, and contains about 120,000 acres. It contains some extensive marshes, which, although not so valuable as those on the Minas Basin, afford several good situations for farming. The upland is generally stony and productive, but requires good tillage; the climate is temperate, varying from zero to eighty; the mean about forty-eight. Apples, plums, and cherries succeed well; and pears, peaches, and melons ripen. The production of potatoes and grass, rearing cattle, and making cheese and butter, are more attended to than the culture of grain. At the mouth of the Tusket river there are about 300 islands, called the Tusketts, many of which are well cultivated, and afford shelter and anchorage for small vessels. The river Tusket is navigable for boats thirty-