



# The Royal Gazette.

## [SUPPLEMENTARY.]

No. 306.]

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All Official Notifications appearing in this Paper, duly authenticated, are to be received as such by the persons whom they may concern

### PAPERS ON EMIGRATION.

[Continued from page 3415.]

COPY OF A DESPATCH FROM SIR W. M. G. COLEBROOKE TO EARL GREY.

[No. 75.]

Fredericton, N. B., 13th August, 1847.

MY LORD,—In reference to my Despatch, No. 33, of the 27th of April, I have the honor to forward a Report from the Surveyor General, with a series of Returns containing the result of the inquiries which he had made as to the progress of the new settlements.

In reverting to their origin, it may be necessary to explain, that the "Harvey" Settlement was formed in 1838, by a number of English families, who had emigrated under encouragement from the New Brunswick Land Company, and who, having exhausted their resources, were located at the public expense on wilderness lands, situated 30 miles south of Fredericton, through which the present high road to St. Andrews was opened.

The "Cork" Settlement was formed in 1842, in the vicinity of the former, by a party of Irish settlers, who with their families were thrown out of employment in Fredericton; and the "Mechanics" Settlement by a party of Mechanics and Labourers, thrown out of work in Saint John, and who were located on lands situated near the Bay of Fundy, about 60 miles to the eastward of that city.

These parties received assistance from the Legislature in opening roads through their respective settlements, but in the case of the "Mechanics," they were obliged for some time to depend altogether on their own resources. The settlers have chiefly depended for the disposal of their surplus produce, on the supply of forage for the cattle and horses of parties of lumberers employed in the forest, who have drawn their supplies of grain and provisions from the United States.

From the Returns now transmitted, it will be seen that the "Harvey" Settlement, which, in 1843, consisted of 182 persons, occupying 45 homesteads, and who had cleared 708 acres, at present consists of 278 persons, occupying 52 homesteads, and who have cleared 1328½ acres of arable and pasture lands, which with other improvements are valued at £5750 sterling, that their stock is valued at £1721 sterling, and their crops of last year at £2331 sterling.

These settlers who were originally charged 2s. 6d. an acre for their allotments, have paid in money and in work on the roads, £234 11 4, and are still indebted £144 7 10. If their allotments had originally been limited to 50 acres instead of 100, the whole amount would thus have been liquidated; or if the land had been freely granted, and the amount of the gratuity they received of £737 12 4 had been charged to them, the difference of £502 3 0 remaining due, would not have amounted to 7 per cent on the value of their Capital, without taking into account the value of their uncleared land. The Cork settlers, consisting of 179 persons, occupying 57 homesteads, have cleared in five years 519 acres, valued at £1868 sterling. The amount originally charged on their lands was £225, of which £176 is unredeemed, or less than 10 per cent. of the value of their cleared lands, building and stock,—excluding from the estimate their uncleared lands,—or 8 per cent. of the value of their last years crops.

The "Mechanics" Settlement consisted of 152 persons, occupying 42 homesteads, who in five years have cleared 944 acres, moderately estimated at £1700 sterling, and with the other improvements, at £2652, their stock being valued at £602, and their crops at £1890. Of the sums originally charged for their allotments, £166 9 6 have been paid in cash, and £208 10 6 remains due, or about 6 per cent. on their estimated Capital, exclusive of the uncleared lands, or 10 per cent. of their last crops.

The uncleared land having in all these cases risen in value from the roads and improvements adjacent to them, might fairly have been included in these estimates; but I have preferred to exhibit the value of the property directly acquired from the labour of the settlers on their homesteads.

In examining the details it will be seen that from different causes the resources of the settlers have varied in almost every instance,

according to their relative strength and ability, the number of effective members in their families, and other advantages they have possessed. In some cases transfers have been made to others who have indemnified the parties for their improvements, and, while adequate security has existed for the public claims, any interference with these arrangements would have been unjust to the settlers, and have retarded the progress of the settlements.

From these Returns it will further be seen how essential to the settlements has been the grant to them of assistance in opening roads, and how important the laying out of these lands in "villages" where they have been enabled to assist each other, and to secure to themselves advantages, of which they would otherwise have been destitute; and as a principal object in occupying a greater extent of wild lands than they have been able to reclaim, or profitable to occupy, has been to acquire the means of settling their families, growing up around them, and to obtain a present supply of fuel with the privilege of wild pasturage, all these advantages would equally be secured to a new settlement, were the property to be acquired by the community, and each settler, possessing the right of commonage, to purchase from time to time such portions only as his industry and resources might enable him profitable to occupy and reclaim. In this manner also the necessary reserves for churches, schools, and for other public purposes, would be at once provided for,—the settlements would be more compact,—and their progress would not be checked by the encroachment on lands adjacent to the locations of persons who speculate on their improving value.

In transmitting these Returns, I do not propose at present to enter farther into the consideration of the views which they suggest, but having considered with attention the plans which have been projected, for encouraging the settlement of the vast and fertile territory at the disposal of the Crown in this Province, I cannot but concur in the opinion expressed by Your Lordship, that with the co-operation of the Provincial Legislature, it would be practicable to establish some system by which colonization might be carried forward upon a more regular plan, and upon a larger scale than has of late years been attempted, and I can readily assure Your Lordship of the disposition of the Local Government to facilitate an undertaking of such importance to the welfare and prosperity of the Province, as a British possession.

I have the honor to be, my Lord,

Your Lordship's most obedient servant,

(Signed)

W. M. G. COLEBROOKE.

The Right Honorable the Earl Grey, &c. &c. &c.

ENCLOSURE.

(Copy)

Crown Land Office, 4th August, 1847.

SIR,—Herewith I have the honor to transmit to Your Excellency the Returns which have been prepared for the "Harvey," "Cork," and "Mechanics" Settlements, also two Plans shewing their position, and the extent of Crown Land adjoining which is still unoccupied.

I have the honor to be, Sir,

Your Excellency's most obedient and humble servant,

(Signed)

THOS. BAILLIE.

To His Excellency Sir W. M. G. Colebrooke, &c. &c. &c.

NOTE.—In the latter part of the year 1841 and beginning of 1842, the commercial affairs of the Province were in such a state of embarrassment, that great numbers of Mechanics and Labourers found it necessary to remove to the United States, in quest of that employment which they could no longer find in the Province, and several of them having been induced to form themselves into associations for the purpose of settling on Crown Lands, encouragement was given them, by the survey at the public expense of suitable tracts of Land for their occupation, credit being given them for the amount of the purchase money.

The measure being found to be successful, the Regulations of 2nd December, 1842, were framed for general application of the