

ADVICE TO EMIGRANTS

**A.C. Buchanan, Chief Agent
Emigrant Department
Quebec, 1st May 1832**

There is nothing of more importance to Emigrants on arrival at Quebec, than correct information on the leading points connected with their future pursuits. Many have suffered much by want of caution, and by listening to the opinions of interested designing characters, who frequently offer their advice unsolicited, and who are met generally about wharfs, and landing places frequented by strangers. To guard emigrants from falling into such errors, they should, immediately on arrival at Quebec, proceed to the Office of the Chief Agent for Emigrants, in Sault au Matelot street, Lower Town, where every information requisite to their future guidance in either getting settlement lands, or obtaining employment in Upper or Lower Canada, will be obtained (gratis).

The following Directions are of importance to the Emigrant arriving in Canada, and are addressed to him in the simplest language.

Previous to disembarkation, arrange your baggage in a small compass, the fewer packages the better, but have them well secured – old dirty clothing, large boxes, and other useless articles are not worth the carriage.

If you have any provisions left, such as oatmeal, potatoes, you can sell them at Quebec at a profit, and avoid the expense of transport, and you can purchase baker's bread, butter, tea, sugar, and other necessaries more suited for your journey. All sorts of provisions may be bought cheaper, and generally of better quality, in Montreal and Upper Canada, than at Quebec.

Dress yourself in light clean clothing. Females frequently bring on sickness, by being too warmly clothed. Cut your hair short, and wash daily and thoroughly. Avoid drinking ardent spirits of any kind, and when heated do not drink cold water. Eat moderately of light food. Avoid night dews. By attention to the preceding directions, sickness will be prevented, with other serious inconveniences.

When everything is ready for disembarkation, and if the ship is lying at anchor in the river take care in passing from the ship to the boat; avoid all haste and see that your baggage is in the same conveyance with yourself, or left under the charge of some friend, with your name on it. If the ship hauls to the wharf to disembark, do not be in a hurry, but await the proper time of tide, when the ships deck will be on a line with the quay or wharf.

Passengers are entitled by law to the privilege of remaining on board ship 48 hours after arrival; and it is unlawful for the Captain to deprive his passengers of any of their usual accommodations for cooking or otherwise; you may therefore avoid the expense of lodgings, and make all your arrangements for prosecuting your journey.

Previous to disembarkation, should sickness overtake you, proceed immediately, or be removed to the Emigrant Hospital, in St. John's Suburb., where you will be taken care of

and provided with everything needful until restored to health. Medicine and medical advice also may be had at the Dispensary attached to the Quebec Charitable Emigrant Society. This Society will grant relief to all destitute emigrants. In Montreal, there is a similar institution for the relief of emigrants.

It is particularly recommended to emigrants, not to loiter their valuable time at the port of landing; but to proceed to obtain settlement or employment. Many have regretted when too late that they did not pursue this course, and take advantage of the frequent opportunities that presented themselves for settlement in convenient situations in Upper or Lower Canada, instead of squandering their means and valuable time in looking after an imaginary paradise in the aguish swamps of Illinois and Missouri, or other distant regions of the Western States. There is no portion of the American continent more congenial to the constitution or habits of emigrants from the United Kingdom, or that offer a wider field or surer reward for industry and good conduct, than the fertile districts of Upper Canada or Lower Canada.

Many emigrants will find employment in the city of Quebec and its vicinity, as also in and about Montreal. Single men in particular are advised to embrace the offer, emigrants with large families had better proceed without delay to Upper Canada, as hereafter directed, or to situations in Lower Canada, particularly in the Eastern townships, and if they have sons and daughters grown up, they will find a sure demand for their services. Artificers, and mechanics of all denominations, and farming labourers, if sober and industrious, may be sure of doing well. Blacksmiths, particularly those acquainted with steam engine work, also good millwrights and sawyers by machinery, are much wanted in the Canadas.

The following are the current rates of wages paid in Upper and Lower Canada to persons acquainted with the country – strangers ought not to expect so much:

	Upper Canada		Lower Canada	
	s.	d.	s.	d.
Ship Carpenters & Joiners	5	0	7	6
Bricklayers & Masons	4	6	7	6
Blacksmiths & Millwrights etc.	5	0	8	6
Farm & Common Laborers etc.	2	6	4	0
House Servants (Men)	30	0	50	0
House Servants (Women)	20	0	35	0

A great number of labourers are employed on board ships, and about timber-yards at Quebec and Montreal, who get from 3s. to 4s. 6d. a day and generally found. The extravagant habits engsdeted(?) in such occupations, are decidedly in favour of the labouring emigrant proceeding immediately to the country.

Emigrants with families, and who are possessed of from 20 pounds to 25 pounds, are advised to push immediately into the woods, in the vicinity of old settlements where they can obtain provisions for their spare labour.

The difficulties, although great at first, soon subside and much experience is the result. The cost of clearing wild lands, and making it ready for crop, is 50s. to 70s. per acre in Upper Canada and the Townships of Lower Canada. To these I should say, select a

favourable spot for your log house near a spring of water, or running stream, and where a cellar to keep your potatoes in winter can be dug under the house. Carefully clear the timber and brush to the distance from our dwelling and out buildings; or, in the event of a fire in the woods, great risk is incurred of their being destroyed.

If you proceed to build houses and clear lands on a large scale on first arrival, it rarely succeeds so well; for the price of labour is so high, and the difficulty of getting persons to work, added to the great expense of providing food for increased numbers, unless produced from your own land, ought in every instance to induce the strange emigrant and family to proceed cautiously in laying out their money; but a crop of potatoes and fodder for a cow is the first object and this may be accomplished the first year, if you arrive early. The second you will be enabled to feed your family with the necessaries of life, and the third year you may find yourself possessed of a yoke of a cow or two, and a year-old calf, a couple of pigs, poultry, etc. abundance of provisions for your family, and fodder for your cattle. The Irish and Scotch peasantry know well how to value the economy of a milch cow; every new settler ought to strive to obtain one as soon as possible, taking care to provide a sufficiency of fodder for the long winter. Cattle require little salt in the Canadas.

It is not considered necessary to go further into details of the first settlement, as on all these points you will be guided by your own observations on the spot, and the advice you will get from the local agents and superintendents. Great caution is necessary in all your transactions. When you stand in need of advice, apply to the government agents, or other respectable sources. You will find many plans and schemes offered to your consideration, on your route from Quebec to your destination in Upper Canada; but turn away from them unless you are well satisfied of the purity of the statements.

Should you require to change your English money, go to the banks or some well known respectable person. The currency in the Canadas, is at the rate of 5s. to the dollar, and is called Halifax currency. The value of English gold, or silver, is regulated by the rate of exchange in England, which fluctuates. At present the gold sovereign is worth 23s. 6d to 24s. currency. In New York 8s. is calculated for the dollar; hence many are deceived when hearing of the rates of labour, etc. In Canada, 5s. equal to 8s. in New York; thus 8s. New York currency is equivalent to 5s. Halifax.

In Upper Canada and the Townships of Lower Canada, the tenure of land is "Free and Common Soccage", as in England. In the Seigniorial or French parts of Lower Canada, the feudal or French tenure is the custom. In the Canadas you live under British laws and constitution, and are less encumbered with taxes or local imposts, than in any other country on the face of the globe.

You ought, previous to leaving Quebec, to apply at the Post Office should you expect any letters, and if you are writing to your friends in the United Kingdom by post, you must pay the postage; so also when writing to the United States. Letters from one part of the Canadas to the other do not require to be post-paid. Emigrants may forward letters to the United Kingdom from Quebec, by taking them to the keeper of the Merchant's Exchange, and paying one penny for each.

Having arranged all your business at Quebec, you will proceed without loss of time to Montreal, by steam-boat, on our route to Upper Canada. Two steam-boats ply daily to Montreal, 180 miles up the St. Lawrence, which is performed in 24 or 30 hours. The fare

for deck passengers is 7s. 6d. for adults; children under 12 years pay half price, and under 7 one third. These steam-boats belong to private individuals. Government is in no manner connected with them. At Montreal, you will find a government agent, who will advise you should you require it.

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

Quebec to Montreal, by steam boats	7s. 6d. cost
Montreal to Prescott, by Durham boats	6s. 3d.
Prescott to Kingston, by steam boats	5s. 0d.
Prescott to Cobourg or Port Hope, by steam boats	7s. 6d.
Prescott to York, Capital of Upper Canada, Hamilton and Niagara	10s. 0d.

From Niagara, you proceed by land to Fort Erie, opposite Buffalo on Lake Erie, where steam-boats, or sailing schooners, will convey those destined to Port Talbot, or other parts of the London districts, or vicinity of Lake St. Claire. Persons going to settle on lands of the Canada Company will proceed to York or Burlington Bay head of Lake Ontario.

At most of the preceding towns and landing places, you will find government agents.

If you are bound to Perth or New Lanark, or the vicinity, disembark at Prescott; or you may go via By-Town on the Ottawa.

If for the thriving settlements in the Newcastle district, disembark at Coburg or Port Hope on Lake Ontario.

Those going to the townships of Seymour may proceed from Kingston by the beautiful Bay of Quinte, to the mouth of the Trent River, from whence a road, distance 18 miles, brings you to Seymour.

If proceeding to the Home or Western districts, disembark at York, the Capital of Upper Canada. Emigrants going any where beyond York, will in general find it in their interest to make it their route.

If for the London districts, proceed by the Niagara frontier, to Lake Erie, and the Talbot Settlement.

If for By-Town, Grenville, Hull, Horton, or other destinations on the Ottawa River, proceed from Montreal, and Lachine, by usual conveyance.

Crown lands, of the most fertile quality, are prepared for the reception of emigrants in many parts of Upper Canada, and will be sold, payable by installments. The following offices have been opened by the Commissioners of Crown Lands in Upper Canada, for the convenience of emigrants:

In the Bathurst District, Mr. McNaughton will open his office at By-Town.

Major Campbell, of the Township of Seymour, for the Midland District.

Mr. Ritchie for the Home District, and will reside in Sunnidale.

Mr. Mount, Deputy-Surveyor, for the Western District, between Carroadoc and St. Clair.

Emigrants may obtain employment for two or three months, on the roads in several Townships, in the Western and Home Districts of Upper Canada.

Routes to the principal settlements of Lower Canada are as follows:

District of Quebec, south side of the river St. Lawrence.

Township of Frampton, 88 miles from Quebec by Point Levy, a thriving settlement, inhabitants mostly Irish.

Townships lying contiguous to the Kennebec road beyond Frampton, offer good prospects for settlement. The lands are principally private property. The Seigniorship of St. Giles, 80 miles from Quebec, by St. Nicholas and the Craig's road, is favourably situated for emigrants, from its contiguity to the capital, and is increasing rapidly, its population is principally Irish.

New Argyle, in the seigniorship of St. Croix, 8 miles from Richardson's Tavern on the Craig's road in St. Giles, and 38 miles from Quebec; the new road to the Township of Inverness passes through this settlement. Inhabitants principally highlanders from the Island of Islay, and Irish. The lands in this part are of good quality.

The settlements of Ulster, Yorkshire, Dublin and New Hamilton, commencing four miles beyond New Argyle, and 42 miles from Quebec, are situated in the flourishing Township of Inverness through which a new road has been nearly finished to the borders of the Township of Halifax. Those from England are principally from Yorkshire; those from Ireland, mostly from the northern counties; and those from Scotland are chiefly Highlanders from the Island of Arran. Beyond Inverness lie the Townships of Halifax, Chester and Tingwick, good lands for settlement; but at present there is no convenient road to them. The Township of Athabaska joins Inverness and is a desirable place for settlement.

The Township of Leeds through which Craig's road passes, lies to the left of Inverness, is 50 miles from Quebec and is increasing rapidly in population. Inhabitants Scotch, Irish and English.

The Township of New Ireland, through which Craig's road also passes, lies beyond Leeds, 80 miles from Quebec, and is increasing much in population. The inhabitants are principally Irish and a number of English of the Wesleyan connection, also about 25 American families from the United States.

Craig's road leads to Shipton and Dudswell, but is impassable for wheel-carriage transport beyond Ireland.

From the Market-slip, in the Lower Town of Quebec, ferry-boats go daily as the tide suits to St. Nicholas, 12 miles up the river on the south side, where Craig's road begins.

Eastern Townships of Lower Canada. The present route is via Three Rivers 90 miles from Quebec, by steam boat, here cross the St. Lawrence to the south shore and proceed to Sherbrooke, by Nicolet, La Baie, and Drummondville; or you may proceed to Sorrel 40 miles above Three Rivers on the south side of the St. Lawrence, and there disembark. The rate of passage from Quebec by the steam-boat will be about the same as to stop at Three Rivers, and you will avoid the ferry. A good road leads from Sorrel to Sherbrook, by Yamaska and Drummondville. The distance from Quebec to Sherbrooke is a straight line by the new road to Inverness, when finished, is 99 miles, and by Three Rivers or Sorrel; the route to be taken for transport, is 160 of which 70 is land carriage.

Sherbrooke is the capital of the eastern Townships, and is surrounded by thriving settlements, particularly Stanstead, where industrious farm labourers or mechanics are much wanted, and are sure (by good conduct) to do well; as also the Townships of Stanbridge, Brome, Dunham, Pottan and the seigniori of St. Armand, the route to which is by St. John's.

Chambly is 40 miles from Sorrel, and 18 from Montreal. Labourers may get employment at the canal now making at Chambly, Chateauguay, Godmanchester, and Sherington, from 25 to 40 miles from Montreal, south side of the St. Lawrence, are thriving situations.

North side of the river St. Lawrence, and in the district and vicinity of Quebec, are the settlements of Beauport, Stonenam, Tewksbury, Valca and Jacques Cartier, Deschambault, and the settlement of Portneuf. Inhabitants principally Irish.

Three Rivers and its vicinity, 90 miles from Quebec, give employment to many emigrants. In the rear of Berthier, 130 miles above Quebec, are the Townships of Brandon, Kilkenny, Rawdon and Kildare.

New Glasgow settlement, in the seigniori of Terrebonne, is about 30 miles from Montreal. Persons bound for the Townships bordering on the Ottawa river, particularly Lochaber, Templeton, Hull, etc. will take their route and departure from Montreal. There are many desirable situation for settlement belonging to private individuals in Upper and Lower Canada. The names of the proprietors or the agents may be had on application at this office.

It is particularly recommended to emigrants to be exceedingly cautions in ascertaining the titles to such lands as they may settle one.

Recommendation for lands to the respective Township agents and superintendents, of settlements in Upper and Lower Canada, with routes, etc., will be furnished to emigrants (gratis).