

Info for Emigrants 1839

A

*Short Account Prince Edward Island, Designed Chiefly for The Information of Agriculturalist  
and Other Emigrants of Small Capital,*

By

The Author of The Emigrant's Introduction to An Acquaintance with The British American  
Colonies, &c.

Great Nature spoke, observant man obey'd,  
Cities were built, societies were made. — POPE.

MADDEN & Co. (Late PARBURY & Co.) 8, LEADENHALL STREET.

1839

•

PREFACE.

It has long been a matter of surprise to the greater part of those travellers who have visited the British provinces in America, that the Island of which I have undertaken to convey some description, should hitherto, in proportion to its relative importance with other parts of our colonial possessions, have been so little known in Great Britain. There has, however, been no want of publications containing valuable statements concerning its importance, whether in a commercial point of view, or in relation to the settlement of Emigrants from the United Kingdom. But the better, and more full accounts, are to be obtained, only when accompanied by voluminous details respecting the sister provinces, or from books now rarely to be met with.

Nothing has been published concerning this Island, for the express use of Emigrants ; nothing, in the execution of which, the mind of the writer has been steadily intent upon the interests of that class of persons best calculated to form a portion of its population : and it is to supply this deficiency, that I have undertaken to impart such information as seems to me best adapted to be useful to Emigrants in search of intelligence concerning the capabilities of the country and the facilities for settlement which it affords. I have ventured to state only such opinions respecting the prospects of the settlers, as a long residence in the colony has enabled me with confidence to offer.

In a former publication, [1] in which, it was a part of the design to draw a comparative view of the condition of the several American colonies, in relation to the disposition, capital, and views of intending emigrants, I took occasion to point out Prince Edward Island, as one of those portions of these extensive countries more especially favored by situation and soil, and well adapted for the settlement of enterprising agriculturists. In the present instance, I am able to be more precise in the notice of such matters as may probably be of the first interest with the inquirer.

It may be necessary to inform or remind the reader, that the advantages this Island possesses over the Canadas as a place of settlement, are, chiefly, the greater salubrity of its atmo-

sphere, and the facilities for commerce which it enjoys. It is more healthy than the greater part of Upper Canada, though not so mild in the winter season as the more favored portions of that province ; and it is not exposed to such great extremes of heat and cold as the lower province. It possesses, too, a more peaceable, and loyal population than Lower Canada, where the French Canadians predominate ; and it has advantages over every part of our continental possessions in America, in being further removed from the chances of the depreciation of property, arising from the unsettled state of public affairs in Lower Canada.

With respect to *Emigration*, in so far as it may concern the reader, in relation to his condition, and as a matter of choice or necessity, I have in this instance made no further allusion to its good or evil consequences, than will be found in a few incidental remarks. The question could not be here fairly examined ; but it was necessary to notice the change of condition which most Emigrants will certainly experience, in a greater or less degree, depending, as regards those of the poorer classes, upon health and physical strength, and upon union and moral energy with those less dependent upon manual labor for their success. But should any reader of this Sketch, receive his first impressions concerning the nature of Emigration, from the casual observations he may here meet with, and desire to find the subject more fully discussed, he may encounter a variety of arguments both for and against removal, according to the inquirer's condition and prospects here, and his adaptation to any one of the American colonies, in the Treatise to which reference has already been made.

From the indulgent reception with which that publication was favored by the periodical reviewers, to whom the author's acknowledgements are due ; and from the consequent extensive circulation which it has obtained within those districts of the United Kingdom where emigration is more general, it may reasonably be believed, that there will be readers of this present sketch, who have been confirmed in their determination to emigrate, from the observations contained in the former treatise ; and having chosen Prince Edward Island for the place of their destination, desire a more full account of that country. Should this in any instance be the case, I trust I may venture to hope, that the further information respecting this fine colony now before the reader, will at least, be sufficient to satisfy the inquiries of Emigrants of that class whose prospects are here more fully examined.

But should there be any indifferent reader, I am not without hope, also, that this description of a portion of the colonial empire of Great Britain, which, amid other pursuits may have almost escaped his notice, will put him in possession of information that may in some way or other be made subservient to charitable purposes.

•

## I.

Situation—Appearance of The Country—Division—Queens's Country—Hillsborough Harbour Charlotte Town Vicinity—Rustico—Tracadie.

PRINCE EDWARD ISLAND is one of those important Colonies which fell into the hands of the English upon the conquest of Canada, and were finally ceded to Great Britain by the treaty of Paris in 1763. It is situated on the South side of the Gulf of St. Lawrence, and is separated from the continental provinces of Nova Scotia and New Brunswick, by a strait of from nine to thirty miles in breadth. It lies between the latitudes of 45 and 47 degrees North, and is about 130 miles in length, but varies from ten to thirty in breadth.

The appearance of the country from the water is extremely inviting. With the exception of some ridges of sand wastes, which front the bays on the North side, and form several fine harbours, the Island is entirely surrounded with red cliffs, varying from thirty to one hundred feet in height.

There are no mountains in the Island ; but the country in the interior, is, in most parts, higher than upon the coast ; and the scenery, as you approach the shore, presents all the varieties of cultivated and forest land, with the most luxuriant foliage to the very brink of the cliffs, or to the water's edge upon the rivers and bays.

The sand wastes which stretch across the bays upon the North side, show no signs of vegetation when viewed from the sea, and produce nothing but coarse grass and wild peas. They, however, commonly rise into hillocks of from twenty to eighty or ninety feet in height, and add greatly to the effect of the scenery, whether seen from the land or the sea.

The Coast of the Island is on every side indented with fine harbours, and the interior is intersected with rivers which meander through the richest natural forest in every district ; while springs, and streams of the purest water, every where abound.

The Island is divided into three counties, which are called King's County, Queen's County, and Prince County ; and subdivided into townships, sixty-seven in all. As the capital is situated in Queen's County, I shall proceed first, to particularize the localities of that division, with the advantage which it affords to the classes of emigrants for whose use these remarks are more especially intended.

Near the centre of this county and of the Island, is situated Hillsborough Bay, which is capacious, and safe for ships of any burden. At the head of this bay lies an inner harbour, which is a well sheltered basin of about three miles in breadth, formed by the junction of the Hillsborough, York, and Elliot Rivers, which empty their waters by the same channel of about half a mile in breadth, into the outer harbour. At the confluence of the rivers Hillsborough and York, upon a point of gradually rising ground, skirted by red cliffs from about twenty to thirty or forty feet in height, is situated Charlotte Town.

Charlotte Town is the seat of the Government, and contains about three thousand inhabitants. It is admirably planned, and laid out in streets running at right angles, with several squares, but is only yet partially built. It is divided into hundreds, and subdivided into half-acre lots, to each of which is attached a pasture lot of twelve acres. The public buildings consist of, a court-house, which is used also by the two branches of the legislature, of a college for the education of youth, and a gaol. There is also an Episcopalian Church, a Scotch Church, and a Methodist and a Catholic Chapel. The houses are generally built of wood, and painted straw colour or white ; but several brick houses have lately been erected, which give a more substantial and English air to the town, and contribute to its security from fire.

Many of the houses have gardens ; and as there is a total absence of the mean and dirty habitations which not unfrequently skirt the whole water boundary of European towns situated upon rivers, the view of the capital is extremely agreeable ; neither is our impression effaced, when we come to walk through its broad and cheerful streets. We are not shocked by the evidences of indigence, nor offended by the ostentatious display of luxury and vanity. But of those features which characterize the social intercourse of the inhabitants, it will be necessary to offer a remark or two in a subsequent page.

The vicinity of the capital, is rarely exceeded in the richness and varied beauty of its scenery. Upon a beautiful site on the west side, and within a mile of the town, stands the new government house ; and on the opposite banks in every direction around the basin, the eye rests upon gently rising grounds, covered to the very brink of the cliffs with the most luxuriant natural forest, interrupted only by the occasional intervention of cultivated plots, with the certain indications of prosperity and plenty.

Around the town the country is well cleared for several miles. The principal roads are the St. Peter's, and the Malpec or Prince Town Road. The St. Peter's road is settled on both sides, to the distance of twelve or fourteen miles ; and stretching towards the East point of the Island, it connects the most distant settlements of King's County with the capital. The Prince Town Road is settled also for nine or ten miles ; and running to the westward, leads to the most remote settlements of Prince County. The next in importance is the George Town Road. It commences opposite the capital, and leads to George Town and all the settlements in that direction. Besides these, there are new branch roads yearly opening in all these directions, as the settlements increase in number and importance.

Upon the Malpec or Prince Town Road, and the St. Peter's Road, and upon the banks of the two rivers which skirt the capital, there are several agreeable seats upon a moderate scale of outlay, occupied by the more wealthy inhabitants. Thus, the vicinity of the town affords rides and walks such as the most enthusiastic admirers of nature in her softer beauties could choose to frequent ; and presents at the same time, the evidences of increasing wealth, and a state of moral advancement, not exceeded in any country whatsoever.

The Hillsborough or East River, is the largest of the three fine rivers which empty themselves into Hillsborough Bay. It takes its rise about twenty-two miles north-east of Charlotte Town, and in its course, receives the waters of many tributary streams. The scenery upon this river, during the summer and autumn months, is extremely picturesque ; and the lands upon its banks are highly fertile, and rapidly settling with an industrious population.

The York river takes its rise about twelve miles North of Charlotte Town. The country through which it flows is highly fertile, and the lands upon its banks are fast settling.

The Elliot or West River, takes its rise about fifteen miles above its confluence with the Rivers Hillsborough and York. Like the Hillsborough, it is the receptacle of many inferior streams, and its banks are highly picturesque.

Upon the East side of Hillsborough Bay lie the harbours of Orwall Bay and Pownal Bay. These are chiefly settled with Highlanders. The townships Nos. 49, 50 and 57, which embrace their vicinity, contain, together, a population of about three thousand souls.

Queen's County is divided into twenty-three townships, each of which contains about twenty thousand acres. It has, besides the Hillsborough Harbour, three safe, but less capacious havens on the North side of the Island. The largest of these is called Grenville Bay, or New London. This harbour admits vessels drawing about twelve feet of water, and is the receptacle of several streams, the banks of which, as well as their vicinity, are in general settled with British emigrants or people of British origin. A valuable trade with Newfoundland and the West Indies has been commenced at this port, which, by opening a new market, has contributed to the prosperity of the settlements in its vicinity.

The New London townships, Nos. 20, and 21, contain, together, a population of about sixteen hundred souls,

The Harbour and Settlements of Harris Bay or Grand and Little Rustico, are next in importance to those of New London. The harbour is inferior to that of New London, as it does not admit vessels drawing more than nine or ten feet of water. The lands that front the bay, were very early settled by Acadian French, who still occupy the most convenient situations for New Settlers. Rustico is a sort of head quarters of the Acadians, and the residence of the Chief French Catholic Priest. They have here a large chapel, and have made considerable clearances ; but they are not an industrious race ; and withal, have such strong prejudices against change, deeming every improvement to be useless innovation, that they cannot be considered a thriving people. They divide their time between fishing and farming, and do not succeed well in either. They are in fact a careless and light-hearted people, with the improvidence of Indians, ever preferring the passing enjoyments of the hour, to the solid pursuits of industry ; so that, reckoning saints' days, on every one of which they make holy-day, and the time they occupy in shooting and other amusements, they probably lose about a fifth of the year. They have, however, plenty, and they desire no more ; so that, however we may regret their peculiarities, or compassionate their backward condition, we cannot fail to admire their cheerful manners and their contented dispositions.

The townships of Grand and Little Rustico, Nos. 23, 24, and part of 33 and 34, contain together a population of about two thousand souls.

The harbour of Bedford Bay, or Tracadie, is inferior in size to that of Rustico, with about the same depth of water upon the bar. The inhabitants are here chiefly Highlanders or the descendants of Highlanders, and pursue agriculture as their chief avocation.

The townships Nos. 35 and 36, which embrace Tracadie and its vicinity, contain together a population of about fifteen hundred souls.

•

## II.

Kings County—Division—Three rivers—Murray harbour—St. Peter's—Savage Harbour.

KINGS COUNTY, is the Eastern grand division of the Island. It contains twenty-one townships, the improvements upon some of which, it will be necessary to particularize in noticing the several settlements, in the same manner as has been done in the above description of the localities of Queen's County.

The Bay of Three Rivers, or George Town, is formed by the junction of the three rivers, Montague, Cardigan and Brudnelle. Between the Islands of Panmure and Boughton. there is a safe passage, admitting vessels of any burden. Upon a conveniently situated point of land, between the river Cardigan and the united waters of the Brudnelle and the Montague, is placed the county town, which is called George Town. George Town is laid out in town lots, in the same manner as the capital, but has at present but few inhabitants. It is however, conveniently situated, and the buildings are fast increasing.

The fronts of the rivers and the vicinity, are rapidly settling with British emigrants or people of British extraction, who, like those of all the thriving settlements in the Island, are for the most part occupied in agricultural pursuits. Three Rivers possess the advantage of having long established ship yards, in which many fine vessels have been built. This is important to the settlers, in creating a market within their reach, which is at all times available for the disposal of the produce of their farms. This harbour is conveniently situated for

carrying on the cod fishery of the North side of the Island. It has advantages over every other harbour, in its position for leaving the Gulf of St. Lawrence in the autumn, and in closing later at that season, and, opening earlier in the spring.

The townships Nos. 51, 52, 53, 54, 59 and 61, which embrace the broad bounds of Three Rivers and its vicinity, contain together a population of about sixteen hundred souls.

Besides the bay of Three Rivers, there are in this county, several other navigable harbours for the smaller class of square rigged vessels, or schooners adapted to the trade with Halifax and Newfoundland. Of these, Murray harbour is the principal.

Murray Harbour, lies between Three Rivers and Bear Cape. It has all the advantages of position enjoyed by the settlers at Three Rivers ; but it is a bar harbour, and does not admit vessels drawing above ten or eleven feet of water.

The inhabitants of the vicinity of Murray Harbour, are, for the most part, of British descent. Many of them were attracted here by the ship-building establishments and the trade of the port. Some good farmers, have, however, lately come among the earlier settlers, and great improvement in the system of cultivating the land has been of course the result.

The townships of Murray Harbour, Nos. 63 and 64, contain together a population of about nine hundred souls.

The Harbour of St. Peters, is situated on the North side of the Island. It is a bar harbour, and only admits schooners adapted to the trade carried on with Halifax and Newfoundland, and for the fisheries.

The Townships of St. Peters, Nos. 39, 40, and 41, contain together a population of about sixteen hundred souls.

Savage Harbour, in the same vicinity, is only navigable for boats. The townships, Nos. 37 and 38, which embrace its vicinity, contain together a population of about nine hundred souls.

Souris, Rollo Bay, Fortune Bay, Howe Bay, and Broughton Bay, have their several settlements, consisting for the most part of Highlanders, or the descendants of that hardy race.

The townships, which embrace the settlements upon these bays, Nos. 55, 56, 43, 44 and 45, contain together a population of nearly three thousand souls.

The townships of 46 and 47 in this vicinity, contain a population of about twelve hundred souls ; and are in course of settlement, and in a rapidly improving condition.

While enlarging upon these practical statistics, I am quite aware that such details cannot but be tedious to any reader, who might not belong to one of those classes to whom the following pages are especially addressed, and who might not also anticipate having a personal concern in some interest upon which these particulars bear.

But a whole county yet remains to be in the same manner described ; and I must intreat the reader who contemplates making this fine Island his home, to lend his attention to a few more details.

Although these pages are especially addressed to one class of future inquirers concerning the prospects which this colony offers, I would not lose the opportunity of making a few observations respecting the views of the more numerous class of working-men adapted to succeed in the country. Their interests are closely connected with the interests of those who are most likely to read these remarks ; and the present, may be a favorable opportunity of communicating to many uninstructed but worthy working-men, such information as may assist their endeavours to reach a colony, where they would benefit more by the change, than persons of any other class whatsoever, who at any time emigrate.

Of their prospects it may be said, that there is no probability of their encountering any thing like real distress, provided they are industrious. The wages of working-men in the trades and arts above mentioned, are higher than in England, while almost every necessary of humble life is considerably cheaper. The following is a list of a few articles, with the ordinary prices in the Charlotte Town market. Beef *2d.* to *4d.*; Mutton *2½d* to *4d.* ; Veal *3d.* to *5d.* ; Pork *2½d.* to *5d.* ; Turkeys, *2s. 6d.* ; Geese, *2s.* ; Ducks, *6d.* to *1s. 3d.* each ; Fowls *6d.* to *9d.* ; Butter *9d.* to *1s.*; Cheese, *6d.* to *1s.* ; Partridges, *6d.* ; A Cod Fish of 12lbs. *6d.* ; Flour, *2d.* to *3d.* per lb. ; Potatoes, *10d.* to *1s.* per bushel ; Rum, *3s.* to *5s. 6d.* ; Tea, *4s. 6d.* to *5s. 6d.* ; Sugar, *4d.* to *8d.*

But the demand for labor, by the nature of mechanic employments and commerce, is more limited in these departments of industry, than in the cultivation of the ground ; and a working artisan, may possibly want employment for some time. It is not therefore recommended to any such inquirer, to embark for the purpose of following his accustomed employment, without some provision for immediate necessity, or some previous engagement. But should any one, having no family, proceed without taking this precaution, he may yet find other occupation, especially if he should know any thing of farming, or be able to use the axe in felling trees, the chief requisite to effect which, is muscular strength. In this case, he may maintain himself until he is able to obtain employment in his own proper vocation. Should any one with a family, however, incautiously emigrate without an engagement, he may not find arrangements of this temporary kind so easy to make, at least, unless he should be at some distance from the capital, where every species of assistance and variety of labor connected with a new farm is more in demand, and usually to be obtained, with at any rate, sufficient remuneration to keep a working artisan with a family, until he is able to engage in his original business.

Farm servants will experience less difficulty ; and at whatever part of the island they may land, few instances will occur, where they will not be able to obtain immediate employment, whether with or without family ; and this, without making account of the assistance or facilities sometimes afforded by the proprietors of the soil, to the poorer classes, bringing written characters with them, or being known to emigrants already settled. All therefore, who emigrate to the Island, without capital, will find their advantage in landing in one of the out-ports in preference to Charlotte Town.

The wages of laborers, is from £2 10s. to £3 10s., being provided with board and lodgings, which is customary in the country parts, where wages are rarely paid by the day. But in Charlotte Town, where daily wages are more common, the working man may generally get from *3s. 6d.* to *4s. 6d.* a day, finding his own board and lodging.

Every emigrant will meet a welcome wherever he may land ; and the poor man, if he be industrious, will experience the assistance of the older settlers, in his efforts to establish himself with a view to his future independence. And this great end and object of all labor, a provident man, with a family, especially if he have two or three sons, who will be treasures

more valuable to him than gold, will in many cases be able to effect, the summer succeeding that in which he may have emigrated. He will sometimes have leisure during the winter months to work at clearing his own land, if it be near that of the settler with whom he may be engaged ; and by that means, get a crop in upon his own farm, sometimes before he has been fifteen months in the country.

The capitalist, and any other who should happen to peruse these pages, may safely answer the interrogations of persons of the poorer classes, by acquainting them with the remarks herein contained : and they ought to afford them, all such other full information as they themselves may be able to acquire. Moreover, it should be the business of the more intelligent emigrants, to protect the credulous among the uninstructed classes, from the interested attempts made to induce them to choose one of the foreign republican states to settle in, in preference to the British Provinces, which offer much surer rewards for industry and good conduct. There is generally a superabundance of laborers in the larger towns of the United States ; and in the western settlements, where only, a poor man can obtain such land as he may get in every district in the provinces, the people are too coarse in their manners, and too subtle and sharp, to assimilate with, or give a fair chance of success to, settlers from among the plain honest peasantry of this country. [2]

•

#### Domestic Servants.

The greater part of the laborers who go to the United States, remain in their former condition of life, for many years, or for the remainder of their days. Whereas, in Prince Edward Island, it is a rare thing to find a man dependent upon daily wages for his support, after the third or fourth year of his sojourn in the country. This must not, however, be supposed to apply to domestic servants, either men or women ; but persons of this class, are not recommended to emigrate without a previous engagement. Women servants are more in demand than men servants. Young women should go out under unexceptionable protection ; and every mistress who takes a girl of a marriageable age, should take another a little younger to supply her place within a twelve month, if necessary ; which will be much less barbarous than binding a young woman to unnatural and unnecessary celibacy. “ Vows to every purpose must not hold,” and wicked resolutions and thoughtless promises made in England are “polluted offerings,” and will hardly be regarded in the colonies.

I cannot omit the mention of another strong reason or two against emigration to the United States. It may assist the intelligent reader, in affording his best advice to uninstructed persons contemplating emigration. The first I shall mention, is partly a matter of feeling, and partly a matter which turns upon the choice of honor or dishonor ; the second is altogether a matter of interest.

And first, I would impress upon the attention of every British subject, the inconveniences he may experience from alienating himself from the country of his birth ; and this he must do, before he can become a citizen of the United States. He must foreswear his country, and make oath, that he will take up arms against Great Britain in case of war. After which, he must be content to wait seven years before he will be entrusted with a vote ; and before that time, the probability is, that he will be tired of the States, and, like the majority of his countrymen withdrawn from the protection of their national flag, be quietly settled in one of the provinces, and, happily, once more under the protection of the laws he has been accustomed to venerate from principle as well as from grateful associations ; and where he will, as soon



as he shall become a forty shilling freeholder or leaseholder, have the right of voting for a representative in the colonial parliament. But if there be any who look upon nationality as nothing, an argument of another kind, may touch them more nearly. The people of the United States, are taxed nearly twenty times higher than the British colonists. They pay to the general government, duties upon importations, of, from 25 to 50 per cent ; and wherever you settle you will have the direct taxes of the particular state government to pay also. Whereas, in the British Provinces, generally, there is only an *ad valorem* duty upon importations, of 2½ per cent without any direct taxes whatsoever. This is an express and unambiguous argument, which ought of itself, in every case, to deter the unwary from entertaining the intention of settling in the United States.

•

#### Emigration—Hints on Arrangement for Embarkation and Cautions.

As this is not an essay on emigration, but rather a guide to such persons as are supposed to be best adapted to the condition of Prince Edward Island, as well on account of their own interests as of the general interests of the colony, it would be to travel out of the bounds which the design comprehends, and it would occupy more pages than the prescribed limits allow, to enter into arguments, for or against emigration. Should any reader, however, receive his first impressions of the subject from these pages, I am disposed to recommend him to go back to the elementary treatise referred to in the preface ; and let him not forget, that both interest and feeling should be consulted before he determines to emigrate ; but having so determined, should his views and his means of carrying them into effect, be such as are here supposed to peculiarly adapt him to settle in Prince Edward Island, the above account of that colony, will I trust be found to contain sufficient information to leave a just impression of the more important matters which concern his future interests : I shall therefore conclude, by a few observations concerning the disposal of his moveable as well as personal property, and his arrangements for embarkation.

You are not likely to land very far from the spot on which you will ultimately settle, as would be the case, were you going to Canada or the United States. You are therefore recommended, provided you are within a moderate distance from the port at which you intend to embark, to carry with you all such of your moveables as are not very cumbersome and of little value ; and above all, the implements of your profession.

And while you are packing your furniture, you may with much advantage, put up with them, any rare seeds, especially of the grass and clover kind, that you should find it convenient to procure. Small quantities of various kinds of garden seeds it is also desirable to take. Such of any kind, as you may not use, you may easily exchange for something that will be of more use to you.

The tools and implements most necessary to the agriculturist settler during the earlier part of his labours, are the following. One or two spades, shovels, hoes, and sithes and sickles made strong in the back, the iron work of a plough and harrow, and if his means will allow it, a chaff-cutter and a winnowing machine, and some cart and some plough harness. To these he may add a gig harness, if he should have one by him, as he will probably keep a cariole or sleigh, for which, with a little alteration, it will suit very well. But he must not forget, that the island horses are smaller than those of the middle size in England. Take also two hammers, two planes, six gouges, six socket-chisels, six augers of different sizes not exceeding one and half inch, two dozen grinlets of different sizes, a cross-cut saw, two or three pair of door hinges and door latches.

Every emigrant will do well to carry at least two years supply of both light and warm clothing, and also warm bedding. All which is not intended to be used on the voyage, should be carefully packed in wooden chests or trunks, none of which should weigh more than a hundred and twelve pounds, and it would be better that none exceeded half that weight.

Before you embark, you should deposit your money at the principal bank within your reach, and take an acknowledgment, with a letter of credit to draw as you may require it ; and for your bills on England you will get from 35 to 40 per cent premium. The currency of the country is at 10 per cent less value than sterling. Thus for a hundred pound bill on England, you will receive a hundred and eleven pounds two shillings and two pence half penny, which, with the premium will make upward of one hundred and fifty pounds currency. You need not carry above a few pounds more money with you than is sufficient to pay, your expenses to and at the port of embarkation, and for your passage, of the cost of which, the following is an estimate.

•

#### In The Cabin

For a grown person finding himself in provisions, which no one should do . .£10

Children ..... ditto ..... from ..... 2 to 5

For a grown person being found in provisions by the captain . . 15 to 20

Children ..... ditto ..... 5 to 12

#### In The Steerage.

Where passengers generally do, and always ought, to find their own provisions.

For a grown person ..... £2 to 3

Children ..... 1 to 2

The proper season to begin your inquiries concerning embarkation, is about the month of February or March. This will afford you time to make your arrangements to suit convenience, or remove any obstacles arising from the distance you may have to travel. Having made such dispositions concerning your property as above advised, and obtained the date of the ship's positive departure, be sure to be punctual ; and on your arrival, present yourself to the captain, who will accommodate you according to which of the above arrangements you may be prepared to make.

You are now supposed to be on ship-board, I shall, therefore, give one or two hints respecting your management upon the voyage, both with regard to your sea-stock, and to your comfort in some other respects.

You should calculate upon being at least six weeks at sea, although the average passage is less than five ; and remember, that, the ship, as is the term, finds you in nothing, except water, which will every day be served out to you in the proportion of five gallons a week. This you must make serve for drinking, cooking, and washing. You can, however, use salt water to boil

either salt beef, fish, or potatoes ; and you may use it for washing, in all cases where soap is not necessary.

But with respect to your provisions, you must regulate the quantity, in proportion to the number you happen to be in family, remembering, that children are great eaters, especially at sea, and are often very wasteful. Let the substantial and chief articles of your stock be, salt beef or pork, salt fish, biscuit, and potatoes ; and you should take also, some flour or oatmeal, some suet corned, a little rice, sago, and arrow-root, for puddings, tea, or coffee if you prefer it, and can drink it better without milk, sugar, butter, cheese, eggs packed in salt or lime, and a few delicacies to be at hand in case of illness, such as jam, jelly, prunes, spices, and wine or brandy.

With respect to your cooking, time for meals, your berths, and other arrangements respecting family comfort, they will depend so much upon the order kept in the ship, that all that need be said is, that you should keep as many culinary and table utensils open for use, and as much of necessary bedding, as will render you quite independent of the ship or your fellow passengers. Cooking is most easily managed, by two or three families uniting for their general accommodation.

And now with respect to the disposal of your time. In speaking of providing necessaries, a longer period has been mentioned than it is needful to reckon upon in reference to pastimes ; I shall therefore advise you to calculate upon being about three weeks in want of some amusement, without which, the voyage will be extremely tedious. The average passage is about a month, the first week of which, you will probably be sea sick, and too unwell to enjoy any thing but your bed, which, the less you keep, however, the better. After this, you will enjoy plenty of health, good spirits, and leisure ; and a portion of your spare time, you are recommended to employ in entertaining reading ; and perhaps you will find no books so well adapted for this purpose, as the Spectator, some of the monthly periodicals, and any of the Waverly novels. The Bible, it can hardly be supposed you will be without ; or, that you will be disposed to keep the sabbath less holy at sea than on shore.

There is yet a caution that it may be useful to give you. It may concern, not only your comfort at the outset, but perhaps during the whole passage : and should you think it unnecessary, you may be reminded, that it proceeds from observation. It is this : never dispute any internal arrangements made by the captain for the general accommodation of the passengers ; nor interfere in any way with the duty or concerns of any officer or seaman on board. And do not attempt to engage any of the officers or seamen in conversation, however curious you may be concerning what is now passing before your eyes, and is novel to your experience ; nor say one word more to any one employed in the duties of the ship, than is positively upon business, until you are at least clear of the land. The want of attention to a little propriety on these points has often led to disagreement and discomfort throughout the passage. But when you have left the land, and the wind is fair, and the vessel is dashing through the water with the top-gallant-sails and royals flying aloft, you will find *all hands* in good humour, and you will then have an opportunity of inquiring into the mysteries of the unfathomed deep, and of suggesting such alterations in the regulations below, as circumstances may have rendered necessary, and all agree to recommend.

You may now be supposed to have arrived. You are at length then in a country, where, being blessed with health, your success and future happiness, will depend, not partially, but wholly, upon your own industry and conduct ; and where, your station in society will be determined, not so much by the amount of capital you carried with you, as by your character and consequent success. You are, moreover, in a country, where want is almost unknown, and

among a people, not inferior to any of us at home, in true British feeling, loyalty, and attachment to the lawful sovereign of this great empire. And, the mere external difference in your daily experience—that the forest is around you, and the axe as much in requisition as the plough—will, as soon as the change in your manner of life becomes familiar to you, weigh nothing, in comparison with the solid advantages you have acquired, in the more profitable employment of your capital, and the enlargement of every rational enjoyment.

You perhaps left a farm, for which you paid a high rent and heavy taxes, and in the working of which, you enjoyed no advantage that you have lost, except that of the rate of wages, which you will find higher where you now are. But, you must remember, that you now pay your men no more than the value of what you receive in return. Thus, the want of charges upon the land, has enabled you to pay your men better, and allowed them to look forward to their own independence ; and the increase of the single item of wages in the farmer's expenditure, bears no comparison with the advantages you experience in the absence or diminution of rent ; to say nothing of *taxes, poors-rates, and tythes, of which there are none in Prince Edward Island.*

Until now, you never, perhaps, had the advantage of a freehold possession. If you were not a tenant at will, you were, perhaps, but a lessee, in which character you could know nothing of the enjoyment of a real estate, to which every stroke of the axe, and every stump taken up, adds a value that it can never lose. And all this you have acquired for a few temporary privations, which, summed together, bear no comparison to a year of anxiety, such as the agriculturist lessee of small capital is constantly called upon to endure at home.

One word more of advice respecting your future comfort will suffice. Carry with you such books as may store your mind with all the solid information in your power to acquire ; and do not omit to take a good history of England, and such books on natural history and agriculture, as upon inquiry, you may find the most highly recommended. Be solicitous about the education, not only of your own children, but also, of those of your fellow-settlers. Encourage the poorer classes of emigrants that yearly plant themselves around you. Show them the progress of your improvements, and exhort them to be industrious, and to abstain from habits of intemperance ; for they, whatever may be their present condition, are destined, like yourself, to occupy a superior station in society, to that which they filled when at home. And thus I bid you farewell ; with the sincere and earnest hope, that you may enjoy all the prosperity and happiness Prince Edward Island promises, and your resolution and perseverance may merit,

THE END.

•

APPENDIX.

*List of Several of the Proprietors of Land in Prince Edward Island.*

Earl of Selkirk, St. Mary's Isle, Kirkcudbright—Earl of Westmorland, London—Marquis of Queensberry, same—Viscount Melville, Melville Castle, Edinburghshire—Lord James Townsend—Sir George Seymour, Hampton Court—Sir James Montgomery and Brothers, Stobo Castle Peebleshire—Sir Edward Walsh, Leland—Sir T. S. Sorell—Lady Wood, Prince Edward Island—The Honorable Samuel Cunard, Halifax, Nova Scotia—The Honorable Joseph Cunard, Miramichi—Lawrence Sullivan, Esq., War Office, London—Andrew Colvile, Esq., Fenchurch Buildings, London—The heirs of the late Alderman Winchester, London—

C. Worrell, Esq., Prince Edward Island—David Stewart, Esq., Great Russell Street, London—Robert Stewart, Esq., same—R. B. Stewart, Esq., same—John Hill, Esq., Exmouth, Devon—Edward Banks, Esq., Gateshead—T. H. Brooking, Esq., Broad Street, London—George Young, Esq., Halifax, Nova Scotia—Thomas Todd, Esq., London—J. C. Compton, Esq., Prince Edward Island—A. Thornton Todd, Esq.—William Cundall, Esq. Prince Edward Island—David Rennie & Brothers, Edinburgh—J. Hodges Winslow, Esq., Trellick, near Monmouth—Messrs. Thompson, Belfast, Ireland—Col. J. F. Holland, Prince Edward Island—Geo. Irving, Esq., same—Donald, McDonald, Esq., same—Rev. John McDonald, same—Roderick McDonald, Esq., 30th Regiment—H. W. Hemsworth, Esq., Shropham Hall—Rev. T. H. Langdon, Clarence Crescent, Windsor.

The ships of the Honorable Samuel Cunard of Halifax, and the Honorable Joseph Cunard of Miramichi, proprietors of land, above mentioned, sail to, or land passengers at, Prince Edward Island.

The following is a list of the agents of these gentlemen at some of the ports of the United Kingdom.

London, Duncan Brothers, Token-house Yard.  
 Liverpool, Anderson Garrow & Co.  
 Glasgow, W. H. Dobie.  
 Leith, John Dryden & Co.  
 Annan, J. Richardson.  
 Dundee, James Keiller, Junr.  
 Hull, Holderness and Chelton.  
 ———N. Monday.  
 Newcastle, Stephen Lowry.  
 Sunderland, William Briggs.  
 Bristol, W. Cross & Son.  
 Plymouth, Hawker & Co.  
 Dublin, William Carson.  
 Limerick, James Harvey & Co.  
 Cove of Cork, James Scott & Co.

#### APPENDIX. III

Waterford, Danl. Carregan.  
 Belfast, Thos. G. Folingsby.  
 Wexford, Fraucis Harper.  
 Cockermonth, W. & G. Cape.  
 Dundalk, Pat. Jennings.  
 Satlevats, J. & H. Richie.  
 Carlisle, Thos. Walker, & Co.  
 South Shields, Bell & Marshal.  
 Whitehaven, Wm. Jackson.  
 Irvine, John Wright & Co.  
 Grangemouth, Danl. Robertson.  
 Perth, James Mount.  
 Tralee, John Donovan.  
 Drogheda, Boylon.  
 Menai Bridge, R. Davis & Co.  
 Holyhead, William Owen.

Lancaster, William Davis.  
Ayr, Cowan & Sloans.  
Chester, Thomas Dixon & Co.  
Falmouth, Wm. Broad and Co.  
Gloucester, Price, Washbourne & Price.  
Aberdeen, Geo. Thompson, Junr.  
Garstang, W. & M Lewtas.  
Cardiff, W. Watson & Co.  
Amlwch, Trewick Brothers.  
New Ross, John Gallovan & Co.  
Neath, Grainger & Evans.  
Greenock, Alan Ker & Co.  
Bridport, Kennway & Co.  
Newry, L. Ledlie & Co.  
Stockton-on-Tees, G. W. Todd.

[1] “ The Emigrant’s Introduction, &c.”

[2] English laborers are apt to be deceived in their estimate of wages given in the United States, by the difference of the British and United States money. The method of reckoning in the United States, is by dollars and cents. The cent is a copper coin of nearly the same value as an English half-penny, and there is a silver coin of the value of 12½ cents or ⅛ of a dollar, which in some parts is called a shilling. Thus, if you hear of 8s. a day wages in the United States, you are not to suppose you will get 8 twelve-pences, but 8 pieces of the value of about 6¼, which is about the average wages of the colonies. And this is all you will get in a country heavily taxed, and where most articles are, of course, much dearer than in the British colonies. If you choose indeed to engage in canal making, through unhealthy swamps, where the banks of the canals, as far as they go, are strewn with the graves of the Irish, you may get higher wages. But should you be among the few who survive the hardships those who engage in this labor for want of the means or capacity of discovering the difference between a slave and a free man, you will be fortunate. If temporary gain entices you to the United States, you will be a mere slave : if full inquiry induces you, as it most probably will, to emigrate to a British province, you will be free and respected, and may soon be independent.

Short account of Prince Edward island, designed chiefly for the information of agriculturist and other emigrants of small capital (1839)

Author : [Hill, S. S.] [from old catalog] ; Miscellaneous Pamphlet Collection (Library of Congress) DLC [from old catalog]

Publisher : London, Madden & co.

Language : English

Digitizing sponsor : The Library of Congress

Book contributor : The Library of Congress

Collection : library\_of\_congress ; americana

Source : Internet Archive

<http://archive.org/details/shortaccountofpr00hill>

Edited and uploaded to [www.aughty.org](http://www.aughty.org)

April 30 2013