

with those in whom he may rely as persons of known respectability and good character, and between whom mutual confidence exists. Introductions of this kind can generally be made by the agent through whom the emigrant negotiates for his passage, and who, if he understands his business, will always endeavour to associate congenial spirits, and thus not only contribute much to the pleasures of the voyage, but bring credit to his own agency, and increased business to the company which he represents.

As a rule, the shipping companies require that emigrants shall be at the port of embarkation the day previous to the one on which the ship is advertised to sail, when the balance of their passage money is to be paid, and the final arrangements for their departure completed. The emigrant's luggage must be all plainly addressed, giving his name and destination, with the name of the ship in which he is to sail. On arrival at the seaport, passengers should leave their packages at the left-luggage office at the station when they leave the train, taking a receipt for it, and proceed without delay to the chief office of the shipping company, where they will receive full instructions for their guidance as to the time of embarkation, &c.

All seaport towns are more or less infested by hordes of loose characters, made up in a great measure of touts or crimps, who are ever on the alert to entrap the unwary. To guard against this class of persons, the emigrant must avoid being duped by refusing to accompany strange persons under any pretence whatever, however plausible their story. In the majority of cases the emigrant is a perfect stranger in the place to which he proceeds to embark, hence it will be necessary for him to use the utmost caution with regard to the selection of the lodgings he is to occupy during the night previous to sailing, for although there are many clean, comfortable, and well-ordered hotels and boarding-houses, there are very many which possess none of these qualities. Generally the agent who issues the passenger's ticket will furnish him with the address of some reliable house at which to stay, but when he omits to do so, the shipping company will direct him to comfortable quarters.

Having received definite instructions as to the time he must be on board the following day, the emigrant should repair to his lodgings, take his meals regularly, avoid intemperate eating and drinking, and retire to rest early, to ensure a good night's rest, so that he may be prepared to rise betimes in the morning.

At an early hour the emigrant must be astir and proceed to have his luggage removed to the dock, wharf, or landing-stage, from whence it can be readily put on board. He will find others similarly engaged, and, as the morning wears on, carts, drays, cabs, and other vehicles will arrive and deposit their loads, which in turn will be removed to the ship. As the time for passengers to be on board arrives, the bustle and throng increase, for there are always some persons who arrive just at the last moment to add to the hurry and confusion, and the emigrant is glad to escape the turmoil on shore for that of the ship, which, both on deck and below, presents a scene of great activity.

The quantity of luggage allowed each passenger by the trans-Atlantic steamers is, for cabin passengers 20 cubic feet, and for intermediate and steerage passengers 10 cubic feet. Persons taking more than this allowance will be chargeable for excess at the rate of 1s. per cubic foot. On the Cape steamers, 20 cubic feet is allowed to all classes, and 2s. per cubic foot is charged for excess. On Australian steamers, 1st class passengers are allowed 40 cubic feet; 2nd class, 20 cubic feet; and 3rd class, 15 cubic feet; while the excess rate is 5s. per cubic foot. On Australian sailing vessels, 1st class passengers are allowed 40 cubic feet; 2nd class, 30 cubic feet; 3rd class, 20 cubic feet, with an excess rate of 1s. per cubic foot. On New Zealand sailing vessels, 1st class passengers are allowed 40 cubic feet; 2nd class 20 cubic feet; and 3rd class, 10 cubic feet; with an excess rate of 1s. per cubic foot.