

When men know the exact requirements of a country, and the places to supply those wants, of course they can do well by converting their cash into profitable merchandise; but in proceeding for the first time to an unknown country, it will be found that the general rule the less the luggage and the more money the better. Skilled artisans and workmen should in all cases take their tools, books, and appliances in connection with their trades and callings.

A good supply of clothing, china, cutlery, brushes, combs, and sponges can be taken with advantage, as also a good gun, two or three strong pocket knives, and a compass. Revolvers and bowie knives are not much wanted, though they are often affected by young emigrants.

Even when the luggage has been reduced to the minimum, it will be found to fill a number of cases. These cases should be well made, somewhat like seamen's chests, of about 5 cubic feet capacity. 2ft. 6in. by 1ft. 6in. is a convenient size. The chests should have rope handles, and be readily handled by two people, as they have to be exposed to rough usage. Strength is an important element. Bedding should be secured in canvass bags. Articles wanted during the passage should be packed in a hand-bag, or portmanteau. The other luggage should be labelled carefully.

Attention to all these details, trifling as they may seem, will in the end save much time, trouble, and annoyance.

It is a very common thing for persons intending to emigrate to run about making many unnecessary inquiries as to different lines of steamers, sailing vessels, or individual ships. Of course, this is to be expected when they are about to take a sea voyage to a strange country, probably for the first time in their lives. All ships which carry passengers from any port in Great Britain are duly authorised to do so by, and are under the inspection of, the officers of the Board of Trade. They differ considerably in size, speed, internal arrangements, and finish, but they are all staunch, seaworthy, and safe, under good officers; and as the different owners exercise great care in the selection of efficient and trustworthy commanders for their ships, none but capable men have charge of them. Very many people, when about to take their passage, think they ought to select the fastest vessels, overlooking the fact that those making the voyage in the shortest time are not always the safest. They may have the reputation of making very quick passages, it is true, but the public do not know the many risks that are often run to accomplish this. Some of these racing vessels are at times run at a greater speed than would be thought safe by the majority of careful commanders; but the captain wishes to maintain the reputation of his line or ship for speed, and, therefore, crowds on steam or sail, or both, very often, when it would be safer to run at half-speed. The fault, however, is probably caused more by the travelling public than the owners of vessels by whom these rapid passages are maintained, for so long as people crave to be carried over the ocean at lightning speed, captains will be found who will continue to run the increased risks which such high rates of speed must always entail. It will be wise for those who emigrate to consider these matters when they are about to make a selection. Passenger steamships and sailing vessels are despatched from Liverpool, London, Southampton, Plymouth, Bristol, Newcastle-on-Tyne, Glasgow, Queenstown, Londonderry, Belfast, and other ports in the United Kingdom.

Having decided from what port and by what line he will sail, the emigrant should ensure his passage by securing a berth two or three weeks, or in some cases even more, before the advertised date of sailing. He should, when possible, endeavour to arrange for pleasant companionship during the voyage with persons whose acquaintance he may acquire, previous to sailing. This can generally be done when arrangements for the passage are made early, and it conduces much to the comfort of the emigrant to be associated on board

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