

DURING THE PASSAGE.

As soon as the emigrant gets on board the steamship he should make himself acquainted with the rules he is expected to obey whilst at sea. These are generally printed and hung up in the steerage. He should do his best to carry them out; to be well-behaved, and to keep himself clean. He will thus add not only to his own health and comfort, but to that of those around him. If he should have any grievance or real cause of complaint during the passage, he should, of course, make it known to the captain, who will naturally seek to have justice done, as well for his own interest as for that of his ship and his employers. But if for any reason there should be a failure in this, the immigrant should make his complaint to the Government Agent immediately upon landing, while the ship is in port.

The large steamships have stewardesses to look after the female portion of the steerage passengers, who have separate and isolated accommodation in the better class of steamers; a necessary precaution where large numbers of both sexes are carried within a limited space.

On all the steamship bills the passenger will find stated how many cubic feet of luggage he can take with him on board the steamship. Cabin passengers are allowed 20 cubic feet, intermediate passengers 15 feet, and steerage passengers 10 cubic feet of luggage free. Ten cubic feet, however, may be a much larger amount of luggage than will be allowed by the railways after landing.

On all boxes, trunks, or other luggage every passenger should have plainly written or printed his name and destination.

All heavy luggage and boxes are stowed away in the hold of the steamship, but the emigrant should put in a separate and small package the things he will require for use on the voyage. These he should keep by him and take into his berth.

Emigrants sometimes suffer great loss and inconvenience from losing their luggage. They should, therefore, be careful not to lose sight of it until it is put on shipboard. It is then perfectly safe. Upon arrival at Quebec or Halifax it will be passed by the Customs officers and put into what is called the "baggage car" of the railway train, where it is "checked" to its destination. This means that there is attached to each article a little piece of metal with a number stamped on it, while a corresponding piece similarly numbered is given to the passenger to keep until his destination is reached. The railway is then responsible for the safety of his luggage, and will not give it up until he shows his "check." This custom has great safety as well as convenience.

After seeing his luggage marked as passed by the Custom House officer, the immigrant should see that it goes on the same train with him, and if he is going to cross the Continent *via* San Francisco, there to take the steamer for Victoria, he should also see that his luggage is passed by the United States Custom House officer, at Port Huron, and that it is on the train with him when he leaves that point. The same remark applies should he take the more direct route *via* Duluth and St. Paul, over the Northern Pacific to Puget Sound. Many immigrants have suffered great inconvenience by the detention of luggage at this point, and too much care, therefore, cannot be taken to see that all is right.

It may happen if a party of emigrants are going together, that their luggage may be bonded through, and in this event, a great deal of trouble may be avoided. Next spring, however, when the Canadian Pacific railway will be opened through to the Pacific Ocean, all this trouble will be saved.

WHAT TO TAKE.

The limit for luggage on the railway being 100 weight, and the charge on excess weight being high, it is not possible to take many things on the trip. Articles of household furniture, such as crockery, stoves, or articles of hardware, should, generally speaking, be left behind or sold, as they would not be worth the carriage on the journey to British Columbia, and would, besides, cause a great deal of trouble as well as expense. Heavy supplies might be sent from England *via* Cape Horn, but as a settler can buy what he wants after arrival, this is not recommended.

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