

PROVINCIALS ABROAD.

MARITIME CANADIANS IN THE NEW ENGLAND STATES. Their Departure and Journey, Arrival and Work Afterwards.



A MODERN EVANGELINE.

other side of the border are putting the annexation idea to a more practical and important test.

This they have been doing, too, for many a day; in fact, for years.

From the rock-bound, sea-washed environs of Nova Scotia—the land of fishermen, of farmers and of sturdy mechanics—

As the native New England farmer and mechanic have turned their faces toward the setting sun and gone out to found a new New England in the far West,

Are these immigrants of a kindred race and tongue welcome among us? They would scarcely continue to come in such great numbers, nor would they stay here when they do come, if they were not.

Among those who have remained here grown up politicians and solid business and professional men, who are an honor alike to themselves and the country of their adoption,

At the outset of the immigration one steamer week was sufficient to accommodate the traffic that now requires six or seven steamers making two or more trips a week.

perhaps, colored as highly as the strict bounds of veracity would allow. These missives did their work well, and carpenters packed up their tools, laborers and small farmers sold their possessions for enough to carry them to the land of promise, and rosy-cheeked country girls dropped the church bonnets, flung aside their hair becoming sunbonnets, and kissing the old folks, took the shortest road to "the states," there to find "services," or enter noisy shops and factories and stores.

When the transportation companies, what was coming, they of course increased their facilities, and in time there were more competing lines and a correspondingly large number of people to patronize them.

Steamers were so filled with passengers that their ordinary berth accommodations could not begin to be sufficient for the throng, and whole families made uncomfortable journeys from Halifax, Charlottetown, Yarmouth and St. John, with nothing but hard mattresses or cabin floors for their beds.

In the last two seasons there has been a noticeable falling off in the influx, at any rate in comparison with 1880-85.

The provinces, especially Nova Scotia, which holds the most prominent place in this transaction, have been "looking up a little."

Some who have gained a little Yankee experience here have gone back to stiffen up their fellow-countrymen a little, and turn their experience to personal advantage.

While the influx of the provincialists has received a perceptible check, the loss has been fully balanced by the remarkable increase of excursion travel from this end of the map.

To such proportions has this grown that this year's pilgrimage of tourists from Boston to the three provinces will equalize the number of mechanics, laborers and fishermen coming here from them.

Such an overhauling of trunks and grips by the officials goes on inside. Everybody wants to get away at once, and as there are 25 trunks to one inspector, and half the keys of the 25 are missing, when most needed, the result is anything but soothing.

JUST IN FROM MUSQUODOBON.

beauties of the quiet, sea-girt outposts of the Queen's dominion have been voiced through the land, and great steamer loads go out of Boston weekly bound for Yarmouth, Digby, Halifax, Baddeck, Charlottetown, St. Andrews, or some other charming resort where good fishing, good air and good and cheap living abound.

the province into one public opinion, says of its typical representative: "Just look at Bluenose and see what a woppin' great, big, two-fisted critter he is; you can't find such a public man nowhere 'a'most."

who sought to underrate everything except that which was directly British, said: "If Bluenose is a little 'ole like, a little under-baked or so, it's no great wonder, considering the stock he comes of."

The travel is mainly confined to the warm season, for it is neither pleasant nor profitable in winter. Its harbingers are the fishermen who come along in the early spring and ship on the "bankers," sometimes in technical violation, at least, of the alien contract labor law.

When a provincial steamer arrives in Boston there is always a bigger crowd on the wharf waiting to welcome them, in proportion to the size of her passenger list, than in the case of a Cunarder.

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The trial of the provincial passenger begins long before he reaches port. First it is seasickness, then the inquisitorial purser, and next, if in time of epidemic, the quarantine inspection.

Passengers from provincial points need to have undergone the quarantine process at quarantine as regularly as do those from Europe, but it is only when, small pox, or some other epidemic is prevalent that the law is strictly enforced.

Where do all these people drift to when they arrive? Not all of them stay in Boston, of course, else Boston would be another Canadian province ere this.

The provincialists are such a sober and industrious class of people as a rule that they are much sought after and well paid, and they fit into positions, honorable enough in themselves, which their Yankee cousins, who have higher aspirations, disdain to fill.

The total number of these people coming here for employment will average 10,000 or 12,000 a year.

If 10,000 be taken for the annual average then 150,000 Provincialists must have entered through the gateway of Boston in the past 15 years.

It is not alone this human movement that makes our New England provincial relations of interest and importance.

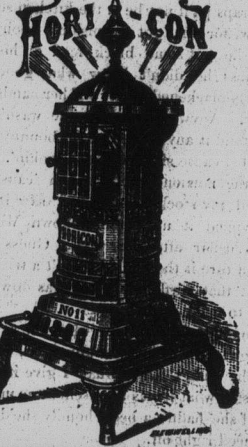
The maritime provinces might well be styled the New England annex.—Thomas F. Anderson in the Boston Globe.

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Original amount insured \$10,000 00 Dividend additions 12,630 00 Total paid by the Company \$22,630 00

Impressed with the advantage of building up his policy into an investment as well as holding it as a security, Mr. Barlow paid the premiums in full for the entire period of the insurance, amounting in all to \$7,728 on which his estate realized a net profit of \$14,902.

Analyzed as under the workings of the present Twenty Year Distribution Plan, this policy presents actual results tabulated as follows:

Table with 7 columns: Dividend period, Total Premiums Paid, Reserve at Four per cent, Total Cash Dividends, Total Cash Value, Percentage of Total Cash Value to Total Premiums Paid, Total Additions to Policy, Total Insurance in Force.

It is noticeable that at the time of Mr. Barlow's death, the reserve and cash dividends together (\$10,908.98) amounted to more than the face of his original policy, thus making of a whole life policy an endowment to the full amount with even an additional surplus.