

low," remain. But first eating each to become meals, is said anic acid, 12 achm; water, ed somewhat erefore, when the stomach the ordinary be provided ham (cooked), and they will intermediate rehand. If a must expect to into condition rt notice, and ine before em- enjoyment and ly dissatisfied e the best of

their guidance. and to strictly observed, not of his fellow- e found to be life is not an air post, which y, and do not on their part ers right. w-passengers, in as many least sociable o health; and age are often. Many fellow- m friendships

place. This eries of small discomfort, if that it might one case the en a pleasant ed, somewhat he will look ers and crew on each mem- g the comfort ous voyage. sea sickness, who can will employ their

time in reading, and not unfrequently music and dancing will form a part of the amusements indulged in. If the weather is fine, the ship makes steady progress towards her destination, all will go "merry as the marriage bell," and the days will pass pleasantly. After sighting port, the hatches will be removed, preparations made for taking up the luggage from "below," and the emigrants will get ready to land.

When the party breaks up, the travellers or emigrants will be none the worse for the hearty "God speed" of their fellow-voyagers.

When fairly in port, the Customs and Health officers will board the ship, and either examine the passengers and baggage while yet on board, or immediately after landing. At most ports where emigrants land, every arrangement is made for their reception at the immigrant depôt, where will be found refreshment rooms, postal, telegraph, and exchange offices, under the management of officials appointed by Government. Here the emigrant should exchange the money he has brought with him, which can be done at current rates.

The port of debarkation is generally a poor place for the emigrant to remain in, as many arrivals, who have not the means to take them further, stay there. Consequently the sea-ports in new countries present few openings for employment, the labour market there being over-stocked and wages low. The emigrant who studies his own welfare will lose no time in getting into the interior of the country, where his prospects will be much better.

Emigrants must use every caution as to whose care they entrust themselves. As long as they remain within the Government immigration depôt they will have the protection and advice of the officials connected therewith; but the moment they leave it they will be beset with "touts," "crimps," or "runners," who display much adroitness in their endeavours to persuade the strangers to go to some hotel or boarding-house in which the "touts" have especial interest. Although some of these persons may be employed by highly-respectable and trustworthy proprietors, yet the emigrant, as a stranger to the ways of the country, not being in a position to discriminate between those that are reliable and those that are not, had far better give them all a "wide berth," in order to avoid risk. All emigrants should, if possible, procure the name of a respectable house through friends who have previously gone out, through the agent who books his passage, or by enquiry during the voyage, and go to it on arrival. If his mind is not fully made up, he should ask the agent at the immigration depôt, and act upon his recommendation. He should avoid persons professing to be able to confer extraordinary favours and benefits, and, above all, "confidence men," who are ever on the alert to ensnare the uninitiated by borrowing his money, watch, or other valuables. These men are very plausible, so are "ticket scalpers," "card sharpers" (known in America as "three-card monte men"), and other land sharks; and the emigrant cannot be too well on his guard against such persons. Drinking, especially with strangers, should always be avoided; and the emigrant should keep his own counsel, and not be too communicative. Those who have letters of introduction, should present them at once.

In a few hours after the ship's arrival most of the passengers will have left for their various destinations, and be travelling towards their new homes. Those steerage or third-class passengers who have to make long journeys by rail, as many have to do on landing in Canada and the United States, will do well to take with them in the train the various domestic articles used by them on shipboard, including tin cans, bedding, etc., and also provide themselves with provisions for the journey. These may be had good and cheap at the Government immigration depôts previous to starting. Other grades of passengers, who are not stinted in means, will find meals provided on the