

Canada and the maritime Provinces, or from the vast prairies of Manitoba and the Northwest.

To afford to the emigrant the fullest information as to those advantages which Canada presents to him should be the first duty of the Government in any well considered policy for the promotion of emigration. There are two ways in which this information may be presented : first, by printed matter in the form of pamphlets and handbooks, and secondly, by means of lectures in the leading centres from which emigrants may be drawn. The action of the Ontario Government in causing to be prepared a pamphlet for distribution in Great Britain has already borne important fruit, the only drawback being that they were not sent in sufficient numbers. The different shipping agents of the United Kingdom are always willing to lend their aid in the distribution of such matter, and they should be kept well supplied with it. Promoting emigration is their business, and they are only too glad to be furnished with the means of exciting an interest in the subject in the districts from which they draw their customers. Of these agents, one firm, the Messrs. Allan, have nearly six hundred in the United Kingdom alone. Some of these—indeed it may with truth be said a very large proportion of them—are friendly to this Dominion, and ready to exert themselves earnestly in favour of promoting emigration to it, from considerations of national sympathy. To such a *quasi* official recognition might with propriety be given, which, by increasing public confidence in them, would promote their interest and increase their ability to encourage emigration. In such an arrangement the question of remuneration is one which cannot be ignored. Canada has suffered much from what is known as the percentage system, that is the payment by the companies to these passenger brokers of a percentage on the tickets they sell. As passengers are secured in Britain for the extreme

Western States, the railway and steamship companies co-operating for this purpose, it becomes manifestly the interest of the passenger broker to send the emigrant to the greatest distance, the amount of his percentage being regulated by the sum paid for the ticket. This self-interest is often stronger than any considerations of national sympathy, and many an emigrant is sent to the State of Kansas or Minnesota or Montana, who would have been as easily persuaded to go to Canada but for the fact that the agent received a larger sum for sending him the longer distance. It is hopeless to expect either the steamship or railway companies to forego this system ; but the evil may be counteracted by the Canadian Government compensating the agents, whom they may specially select, for the loss in the matter of percentages which will accrue to them by passengers taking tickets to Quebec or some point in Canada instead of to the Western States. A bonus, which would represent the average difference in the percentage upon each ticket sold, would neutralize the temptations of the present system, and would convert these agents into active workers for emigration to the Dominion.

It may fairly be doubted whether the system of Provincial pamphlets or Provincial lecturers are the best methods of imparting information. A pamphlet on Canada itself, embracing all the Provinces, setting forth in a clear and concise style the advantages of each of them, with plain directions to the emigrant, would do more to promote emigration, and would keep the Dominion as a whole, with its varied resources and the special conditions of each of its Provinces, more directly before the public. And as with pamphlets, so with lectures. The Dominion and not the Provinces should appoint the agents on the other side of the water, and these should be charged with the duty of dealing fairly by all the Provinces. We have not yet attained that position as a whole, in the eyes of the world, which would