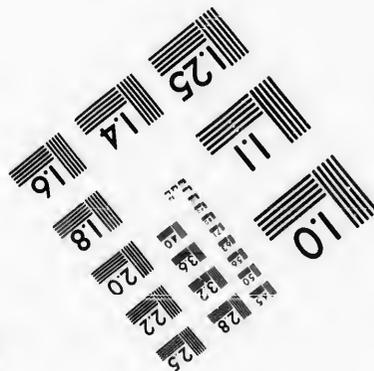
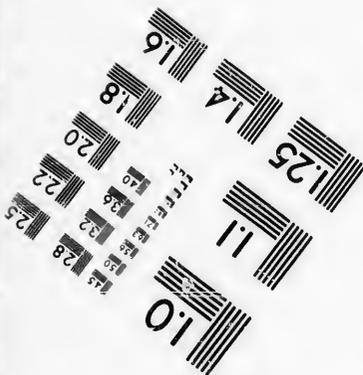
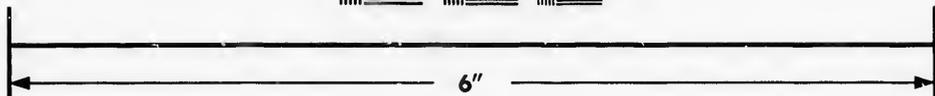
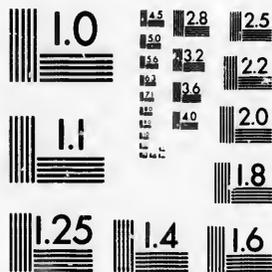


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1987

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Coloured covers/
Couverture de couleur | <input type="checkbox"/> Coloured pages/
Pages de couleur |
| <input type="checkbox"/> Covers damaged/
Couverture endommagée | <input type="checkbox"/> Pages damaged/
Pages endommagées |
| <input type="checkbox"/> Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée | <input type="checkbox"/> Pages restored and/or laminated/
Pages restaurées et/ou pelliculées |
| <input type="checkbox"/> Cover title missing/
Le titre de couverture manque | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées |
| <input type="checkbox"/> Coloured maps/
Cartes géographiques en couleur | <input type="checkbox"/> Pages detached/
Pages détachées |
| <input type="checkbox"/> Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire) | <input checked="" type="checkbox"/> Showthrough/
Transparence |
| <input type="checkbox"/> Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur | <input type="checkbox"/> Quality of print varies/
Qualité inégale de l'impression |
| <input type="checkbox"/> Bound with other material/
Relié avec d'autres documents | <input type="checkbox"/> Includes supplementary material/
Comprend du matériel supplémentaire |
| <input type="checkbox"/> Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure | <input type="checkbox"/> Only edition available/
Seule édition disponible |
| <input type="checkbox"/> Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées. | <input type="checkbox"/> Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible. |
| <input type="checkbox"/> Additional comments:/
Commentaires supplémentaires: | |

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

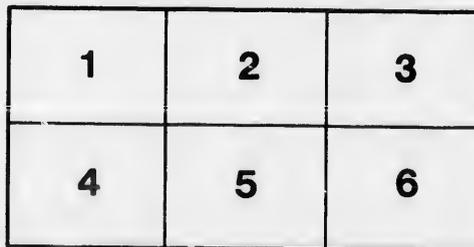
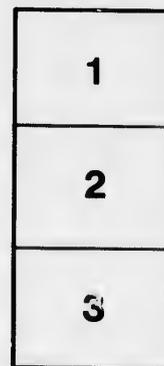
Douglas Library
Queen's University

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Douglas Library
Queen's University

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

ire
détails
es du
modifier
er une
filmage

es

errata
to

pelure.
on à



32X

NOVA SCOTIA

FORMERLY

ACADIA

THE ATLANTIC OCEAN PROVINCE

OF THE

DOMINION OF CANADA.

AN INVITING HOME FOR THE EMIGRANT
FROM GREAT BRITAIN OR THE
NORTH OF EUROPE.

"The Marvellous Country! The home of Evangeline, where Blomidon looks down on the tides of Fundy, and over tracts of red soil, richer than the Weald of Kent."

MARQUIS OF LORNE,
Late Governor-General of Canada.

BY WILLIAM PRYOR.

PUBLISHED BY ORDER OF THE DEPARTMENT OF AGRICULTURE,
OTTAWA.

1884.

N

TH

DO

A

looks
Wealth

PUB

NOVA SCOTIA

FORMERLY

ACADIA

THE ATLANTIC OCEAN PROVINCE

OF THE

DOMINION OF CANADA.

AN INVITING HOME FOR THE EMIGRANT
FROM GREAT BRITAIN OR THE
NORTH OF EUROPE.

“The Marvellous Country! The home of Evangeline, where Blomidon looks down on the tides of Fundy, and over tracts of red soil, richer than the Weald of Kent.”

MARQUIS OF LORNE,
Late Governor-General of Canada.

BY WILLIAM PRYOR.

PUBLISHED BY ORDER OF THE DEPARTMENT OF AGRICULTURE,
OTTAWA.

1884.

L
F1028
1884P3

TABLE OF CONTENTS.

Introduction.....	1
Climate of Nova Scotia.....	1
Has Nova Scotia a healthy climate.....	2
Geographical Position.....	2
Population and Resources.....	3
Trade and Social Institutions.....	4
Agriculture and Industries.....	5
General features and commanding position on the Atlantic.....	8
Preparations for the voyage.....	9
Considerations on arriving at Halifax.....	10
Tables of statistics relating to Nova Scotia.....	11

The
intending
importa
a home
upon his
family a
after ye
the stu
Nova S
any oth
the clim
frequen
as wee
the We
ince its
from th
No
divisio
sible in
familie
what t
produ
and al
selves
surmo
be rec
emigra

Th
home
" Wh
To
answe
health
land,
atmo
from
The
the I

CHAPTER I.

INTRODUCTION.

..... 1
..... 1
..... 2
..... 2
..... 3
..... 4
..... 5
..... 8
..... 9
..... 10
..... 11

The object of the following pages is to endeavour to afford to the intending emigrant, as briefly as possible, the reliable information so all important to him in deciding on a removal from his native country to make a home in a distant land, especially if he have a wife and family depending upon him; his object being supposed to be that of securing for himself and family a homestead so situated as to afford a comfortable living, and in after years, a desirable inheritance to those most dear to him. It is thought, after making himself acquainted with the information he will gather from the study of these pages, that the intending emigrant will conclude that Nova Scotia offers to him as fair a field for the realization of such hopes as any other part of America, if he take into consideration the healthfulness of the climate. the variety of products, the facilities for transport and sale, the frequency and cheapness of intercourse with the Mother Country, as well as weekly communication with the different parts of the United States and the West Indies, &c. ; daily railway intercourse not only through the Province itself, but with every town and Province of the Dominion of Canada, from the Atlantic to the Pacific.

No attempt will be made in the following pages to elaborate the several divisions of the subject; the object simply being to be as concise as possible in giving the necessary information to emigrants, especially the heads of families, respecting the character of the country—how they can get there—what they will find on arrival—the kind of climate they will find—the general productions of the country—how they can obtain land and at what price—and above all, how, if necessary, they may obtain work and support themselves and those dependent on them, until their first difficulties are surmounted. Nothing that has not been tested by actual experience will be recommended, every caution being used in no manner to mislead any emigrant by these pages.

CHAPTER II.

CLIMATE OF NOVA SCOTIA.

The first question, a person or family contemplating a departure from home to a new country, asks, especially if the object is to make a new home is "What of the climate?" "What is the general character of the seasons?"

To the enquirer, if from Great Britain, or the North of Europe, the answer would be, "In Nova Scotia you will find a climate generally healthy and agreeable—colder at certain seasons than in England or Scotland, but the winters less uncomfortable than in the damp and cloudy atmospheres of Great Britain. The thermometer ranges in winter, that is, from November to April, from 25 above to 10 or 12 degrees below zero. The mean temperature of Halifax, the capital and the ocean port of the Dominion is 43° Fahrenheit. The mean temperature of the spring is 51

119787

degrees. The spring commences in April, generally considered the most unpleasant month in the year. Frequent changes of wind to the south or south-west bring warm breezes from the ocean and the Gulf stream that sweeps past the coast to the east, often producing while they last an agreeable change to perfect summer weather.

After seed time, vegetation is rapid during the latter part of May and June. Harvest commences early in August, and the autumn is unsurpassed for its exhilarating and beautiful weather. Winter may be said to commence about the middle of December, and after St. Patrick's Day (17th March) the spring robins are again looked for and fine sunny days, for as in Ireland, so in Nova Scotia, "Paddy, (proverbially,) turns up the warm side of the stone."

CHAPTER III.

HAS NOVA SCOTIA A HEALTHY CLIMATE.

A very important question for every person leaving his native home to seek an abode in a new land, especially if the welfare of a family is concerned, is "What of the healthfulness of the climate?" On this important point an intending emigrant may be assured that the climate of Nova Scotia is proverbially favourable to general good health and longevity, where the most ordinary regard is paid to regularity of living; full bodily health and unimpaired mental faculties being frequently found at seventy-five and eighty years, and it is no uncommon occurrence to see recorded the deaths of persons of both sexes at the ages of ninety and ninety-five years in different counties of the Province.

Halifax has been for the past hundred years a large military and naval station, and has always had the reputation of being the most healthy station for both army and navy of any of the British possessions.

The death rate in Nova Scotia from the statistics which have been published is more favourable than that of Great Britain. The climate may, therefore, be considered very healthy. The only thing to be guarded against, especially on the sea coast, is exposure to colds bringing on lung disease, which is avoided by proper care in change of clothing to meet the sudden changes of weather in early spring, the frequent days of bright sunshine then causing danger of carelessness in this respect, especially in a new comer not accustomed to the fluctuations of temperature at that season.

CHAPTER IV.

GEOGRAPHICAL POSITION.

The next important point is to have a clear conception of the situation of the country and how it may be conveniently reached—the general length of time of the passage from England—at what port to embark, and the most convenient port to land at. Very vague ideas with respect to the geographical situation of Nova Scotia have prevailed in Europe, but with the more frequent intercourse consequent on the introduction of ocean steam navigation and the rapid development of the Dominion of Canada, this is

being remedied. By looking at any chart of the North Atlantic, it will be seen that Halifax, the capital city of Nova Scotia, and the chief Atlantic port of the Dominion, is nearer to Great Britain than any other commercial port in America; and, as to climatic position, it is situated over 500 miles to the south of the British Isles, and not next to the North Pole, as it used to be generally considered; and as to length of voyage, and the time required, intending travellers or emigrants embarking in a first-class ocean steamer, may often enjoy their Sunday morning devotions in Ireland, and attend the evening services on the following Sunday at Halifax.

The Port of Halifax is situated in the latitude of $44^{\circ} 40'$ N. and $63^{\circ} 27'$ west longitude, and lies nearly in the centre of the Southern Atlantic coast line of the Province, extending about 250 miles, and running nearly N. E. and S. W. from Cape Sable on the west to Cape Canso on the east; from the south coast of the island of Cape Breton to the Gulf of St. Lawrence.

It should be clearly understood that the best port to embark at for Nova Scotia, besides Cork, is Liverpool, the steamers passing weekly between that port and Halifax.

CHAPTER V.

POPULATION AND RESOURCES.

Nova Scotia contains at present about 440,000 inhabitants, including the island of Cape Breton, annexed to Nova Scotia in 1819. Since Confederation of all the British North American Provinces in 1867 it is a portion of the Dominion of Canada, sending its representatives to the general Government and Parliament at Ottawa.

The natural resources of Nova Scotia, taken altogether, equal, if they do not, indeed, exceed, those of any part of the Continent, America. Her fisheries are, perhaps, the finest and most varied in the world, and the largest with the exception of those of Newfoundland. They extend along a coast of over nine hundred miles, with numerous bays and harbours especially well suited to their prosecution, and with several well known fishing banks at short distances from their mouths.

Cod, Mackerel, Salmon, Herring, Alewives, Halibut, Shad and Haddock are taken in large quantities, both for consumption and export, and there is great variety of shell fish, especially Lobsters and Oysters in abundance. Immense quantities of the former are now canned for export to Europe.

The extensive coal mines of Nova Scotia are well known. These are, at present, being worked to a considerable extent, there being a yearly increasing demand for coal supplies for the numerous ocean steamers and also for the factories and fuel supply generally of Quebec and Ontario. The coal is abundant, and of varied and excellent quality.

Iron mines abound, and will doubtless be, in the near future, largely worked. At present, the Acadia Iron and Steel Works in the Township of Londonderry, are producing steel iron of very superior quality which is highly valued in England, and are largely extending their works.

The Nova Scotian Gold Mines are also worked to a profitable extent, though this important industry may be considered, as yet, to be only in its infancy.

The products of the Forest—Spruce and Pine timber, Hardwood, Deals,

Laths and Palings are manufactured and shipped at the various outports of the Province, as well as at the Port of Halifax, where they are brought to the side of the ships by the Intercolonial Railway. This industry employs a large number of men, as does also the ever-extending work at the various coal mines and gold mines, and good wages are paid.

The present population of the City of Halifax is estimated at over 40,000. Its harbour, as before stated, is unsurpassed in every requisite that constitute a first-rate, safe and easily approached entrance from the broad Atlantic. A steamship making the land, may in an hour or two be safely landing her mails, passengers and cargo at her dock, with the utmost convenience, the passengers stepping from the ship's side into a covered reception room and thence into the railway cars, which take them to their further destination, or into the coach for their hotel or lodging.

There are no tides, currents, or other obstructions to prevent this being done at any hour of the day or night. In the day time with fine weather in summer the entrance to and sail up the harbour is most inviting and picturesque, especially when approaching the city, which is built upon a gentle ascent, and extends along its front about two miles from south to north, surmounted by a beautiful green hill or mound, on which stands Fort George, built of massive granite, and well worthy of a visit, not only for its extensive and massive work, but also for the splendid view it commands of the city, harbour and surrounding country.

Directly opposite the city lies the growing town of Dartmouth, and looking up the harbour, above the naval dockyard, railway depot, and what is called "The Narrows," a splendid basin or upper harbour opens to view, about eight or nine miles long and five or six broad, where, it has often been remarked, the whole navy of Great Britain could safely ride at single anchor. At the head of this Basin, lies the rising and beautifully situated town of Bedford, encircled with forest foliage, the summer resort of the residents of Halifax, for its bathing facilities. The Intercolonial Railway passes through Bedford, and there is a convenient passenger station—a large flour mill and elevator, a spool and box factory, and several grocery establishments. Here is also a Government fish breeding establishment for breeding salmon to restock the waters and rivers of the Province. Many thousands of the young fish are annually deposited in the rivers and bays of the Province. There is good haddock and mackerel fishing in and around Bedford Basin, and in the neighbouring lakes and rivers are found abundance of trout.

CHAPTER VI.

TRADE AND SOCIAL INSTITUTIONS.

In a work like this, designed principally to satisfy the inquiries of the anxious emigrant seeking an inheritance in a new land, it is deemed best to be as concise as possible on those subjects of which only a general knowledge is required. It is sufficient, therefore, to remind him here with respect to the trade and intercourse of Nova Scotia with other countries, that the Province is situated with the broadest side of it facing the Atlantic Ocean to the south, and that Halifax, the capital, is so placed on her southern sea-coast as to be the nearest commercial seaport in America to

Great Britain as well as to the rest of Europe. When the Great North-West of the Dominion is fairly opened up there is a prospect for Halifax of a trade with the world that cannot at present be measured, even in thought.

With the knowledge of this fact before him, and also that six or eight days' passage in a first-class ocean steamer will bring him to Halifax, the emigrant may be well assured that in leaving his country for Nova Scotia he is seeking no distant outlandish foreign country, but is only going to one of the outlying counties of the old land.

The present trade of Nova Scotia, especially that from the harbour of Halifax, one of the best and easiest of approach in the world, is mostly with Europe, the West Indies, Brazil and the United States. On any one day in the summer season there may generally be seen in port in the harbour of Halifax, not less than six or eight ocean steamers, ten or twelve ships, twenty to thirty brigantines, and from sixty to one hundred schooners loading and discharging cargoes.

The imports of Nova Scotia for the fiscal year ending June 30th, 1883 were \$8,153,089. Of these, \$3,740,839 were from Great Britain. The imports from the West Indies and South America reached the amount of \$1,768,000, showing the great increase of trade with those countries.

With regard to the social institutions of the Province—Religious, Educational, Political, and Judicial, they are in all essential and substantial points the same as in Great Britain. In this respect, the emigrant may feel certain he will have nothing to complain of. The Common Law of England is the Common Law of Nova Scotia. The local statutes, judiciously framed to the simpler forms of colonial life are based upon the principles of British law.

Free schools are provided by the Government of the Province in every district, where there are children to educate. There are now about 1,700 public schools in operation in the Province, while the wealthiest classes have well appointed colleges to fit their sons for any occupation in life they may select.

In Nova Scotia, every man has a right to his own religious views; all that is required of him is to be a law-abiding and peaceful citizen, and he will command respect, no matter what his creed may be. To no country in the world, can the emigrant be directed where he will find greater civil and religious liberty than in Nova Scotia.

CHAPTER VII.

AGRICULTURE AND INDUSTRIES.

A question of the utmost interest to an emigrant contemplating the pitching of his tent in a new and unknown land across the ocean, is, "What shall I find there to do?" "How shall I with the least delay and expense, obtain a suitable location or employment, to provide for my own wants, or that of my family, when my small means are exhausted?"

If he is a farmer or agriculturist, he may rest assured that the climate of Nova Scotia and its soil are, generally speaking, admirably adapted to his pursuits. The usual products of temperate climates are brought to market in as great perfection as in Great Britain or the northern countries

of Europe, as he will easily have an opportunity of seeing by attending one of the agricultural exhibitions, or going through one of the vegetable markets at Halifax. In the production, quality and quantity per acre of hay, barley, oats, buckwheat and potatoes, Nova Scotia is upon a par with any part of Canada or the United States, and it is affirmed by all agricultural professors who have travelled over the Province, that the present farms of Nova Scotia might be made to double their products, if a more scientific system of tillage was more generally adopted. The evil is, that, in nearly all cases, too much land is attempted to be brought under tillage and there is want of system, ignorance of the laws of rotation, and above all, want of economy in the preservation of fertilizers and of skill in their proper application, and carelessness in the treatment of live stock. Of late years, the greater efficiency of the country and central agricultural societies, is helping to remedy these important defects.

The most comprehensive and correct view of the extent of the agricultural and dairy products, and the live stock of Nova Scotia, will be found in the Tables taken from the census returns of 1881, which are given in the appendix.

In the last report of the Central Board of Agriculture of Nova Scotia, it is stated that the number of county agricultural societies in 1882, was eighty-six, number of members, 4,770; amount subscribed, \$5,663; and Government Grant \$6,480. Nearly all the societies reported some action for the improvement of stock.

Never, perhaps, since the first settlement of the Province to the present time, has farming in all its branches offered better promise of speedy remuneration, as owing to the well conducted and efficient railway system running in every direction, and the frequent running of the coast steamers, every product can be brought to market with little cost and great facility; consequently with profit. Beef, pork, butter, veal, lamb, hay, cheese, poultry, eggs, potatoes and large quantities of apples are brought to market in six, twelve or eighteen hours and sell rapidly at from fifty to 100 per cent higher prices than twenty years ago. This is largely due to the rapid increase of the ocean steam ship service; large provision supplies being required for the hosts of passengers to and from Europe, United States, Bermuda, West Indies, Newfoundland, &c., as well as in the season the southern cotton laden steamers, calling at Halifax on their route to Europe for coal and other supplies, and also to the great facilities for export offered by such a port as Halifax.

Occasional large shipments of live stock for the English market, add to the requirements for hay and fodder, and there is every prospect of this demand increasing. Halifax has also for six months of the year the fleet on the North American station in her harbour, besides the garrison maintained there, and this adds also largely to the demand for supplies of farm products. The emigrant may say, this is well for the established farmer, but my anxiety is to know how I am to support myself or family until I can become such. Professor Johnson, of Durham University, in his "Notes on North America, Agricultural, Economical and Social" says: "Two things cannot be too strongly impressed upon those who are about to emigrate—First, that those who wish to get through the world easily and are not prepared for privations and hard work, had far better stay at

“
“
“
“
“
So
th
la
re
cr

th
es
fa

—
—
W
Ba
Oat
Rye
Buc
Ind
Pot
Tur
Hay

—
T
Sco
vari
the
Muc
part
fruit
after
mar
sell
ship
in te
Eng
H
the c
be m
five
state
In
dairy

"home. Canada is not a good home for idlers :—Second, that if the emigrant has capital he ought to spend a little time in looking out for an eligible settlement, before he fixes on a permanent home. If he has no capital to spare, let him go to service for a season, asking moderate wages, till he learns where he can hope, with small means, most happily to place himself." This is sound advice, applicable not only to Nova Scotia, but to every part of the Dominion. The emigrant may rest assured that the return for his labour on an ordinary well selected farm will be as large of its kind, as in any part of North America, and the prices he will receive for his productions considerably larger, owing to the large and increasing demand almost at his very door.

From reports of Professor Johnston and Professor Dawson, we extract the following comparative estimates—the former gentleman having been especially invited by the Government to visit, report, and lecture on the farming capabilities of the Province.

COMPARATIVE TABLE OF PRODUCE PER ACRE.

	New York State.	Ohio State.	Canada West.	New Brunswick	Nova Scotia.
Wheat, bushels.....	14	15½	12½	20	25 to 33
Barley, ".....	16	24	17½	29	39 to 40
Oats, ".....	26	33½	24½	34	35 to 45
Rye, ".....	9½	16½	11½	20½	35 to 45
Buckwheat, ".....	14	2½	16½	33½	40 to 45
Indian Corn, ".....	25	41½	24½	41½	.....
Potatoes, ".....	90	69	84	226	200 to 300
Turnips, ".....	88	.....	.....	400	400 to 600
Hay, tons.....	.....	1½	.....	1¾	1½ to 2

The price charged by the Government for the Crown lands in Nova Scotia, is 1s. 9d. sterling per acre. The price of improved land generally varies according to the degree of cultivation from £100 sterling to £500 the hundred acres, or one hundred and fifty acres *with house and barn*. Much attention, of late years has been paid to fruit growing, as a profitable part of farming, especially in the western counties. Large shipments of fruit are now made every year to England, and the best qualities are sought after at high prices. In 1882, the crop of apples suited to the London market was estimated at from 3 to 400,000 barrels, the best varieties selling at 22 to 24 shillings sterling per barrel. The fruit is carefully shipped by steamer from Annapolis, and reaches London in prime condition in ten or eleven days, and the Nova Scotian apples are now placed in the English market above all other American apples.

Hitherto, Nova Scotia has not been a large wheat-producing country—the cultivation of other grains and of fruit and vegetables being found to be more certain and more profitable; yet in quantity per acre, she exceeds five of the New England States and twelve of the more recent settled states and territories.

In the growth of rye, oats, buckwheat, barley, hay, potatoes, and in dairy products, only the more populous of the United States are in advance

of Nova Scotia, while in the yield of potatoes, of which large quantities of superior quality are exported to the United States, West Indies, &c., she leaves twenty-three of the states behind her.

Of late years, owing to the exertions of the agricultural societies, the evils that rendered the farming of Nova Scotia not as profitable as it should have been, have, in a measure been remedied. Stock husbandry is now more largely attended to, and will doubtless become profitable and extensive for "Nova Scotia is a *grazing* country, and considering her extent, ranks first among the Provinces of the Dominion."

CHAPTER VIII.

GENERAL FEATURES OF NOVA SCOTIA AND COMMANDING POSITION ON THE ATLANTIC.

Nova Scotia, as will be observed by reference to the map is situated on a peninsula, forming the southern fore front, and Atlantic Ocean outlet of the Dominion of Canada either by the Intercolonial Railway at all seasons of the year or in the summer season only from the St. Lawrence, by a passage between Newfoundland and Cape Breton. The Province of Nova Scotia is of a triangular form, in length about 250 miles and the greatest breadth 110 miles. The surface is generally undulating with a few mountainous ranges.

Few countries so abound in rivers and picturesque lakes; the latter (numbering over 400) affording an abundance of trout and salmon fishing. As has been before observed, Halifax is the nearest point of communication with Europe, of any port in America, is an open port at all seasons and in the direct-line of vessels sailing between Northern Europe and America, and the ocean mail route between Great Britain and the Dominion of Canada. Halifax is situated in Lat. 44. 40 N. Long. 63.27 W. ; and the important position it occupies in the highway of traffic between Europe and America, cannot fail to be observed.

The whole southern coast of Nova Scotia is indented with numerous bays and good harbours, from Cape Sable to Louisburg in Cape Breton, affording great convenience to the fishing and coasting vessels. Few, if any countries in the world, are so favoured in this respect as Nova Scotia; indeed, her fine harbours and geographical position renders her eminently fitted for extensive commerce, and her resources are valuable and abundant, agricultural, fishing, lumbering, mining and ship building.

As a grazing country, as before remarked, Nova Scotia ranks first considering her extent among the Provinces of the Dominion. In the yield of hay and potatoes, she is far in advance of either of the other older Provinces of the Dominion, or the States of the neighbouring republic.

The Province is divided into eighteen counties, and there is at all times and seasons rapid and convenient intercourse between them as well as with the other Provinces, and communication by telegraph with all parts of the world. By the Intercolonial Railway, which is unsurpassed in efficiency on the continent, Nova Scotia has uninterrupted communication with all the other Provinces and the different States of the Union. So situated, with the broad Atlantic to the South, with her varied and rich resources,

and her unrivalled harbours, she cannot fail to secure at no distant day, a conspicuous position in the front rank of this "Greater Britain."

CHAPTER IX.

PREPARATIONS FOR THE VOYAGE.

Emigrants frequently make a great mistake in preparing to go to Canada, by expending nearly all their ready money, in what they consider necessities of clothing and other things, under the impression that it will be impossible to procure them in the new country, unless at enormous cost.

It is doubtless prudent to lay in a sufficient stock of good warm suitable clothing, but beyond this, he may rest assured that he will find no difficulty, or little increased cost in obtaining all necessary articles *when needed*, and will have the great advantage of a little more ready money to enable him to look about him quietly and determine upon the best course to take, whether for a while, to obtain employment in the city or country, settle himself on a hired farm, working it on shares, or purchase new land, on a partly cleared lot. He should, at once, on his arrival at Halifax, put himself in communication with the immigration agent, or one of the provincial agents whose duty it will be to advise him. He will thus be directed at once, to the most suitable lodgings, to the means of procuring employment, or of ascertaining what part of the country would best suit his views. This all requires some little time and consideration, and as before observed, the more money he has in his pocket, the more time he will have to consider them thoroughly. If he is a mechanic, he will doubtless soon find employment among the rapidly developing industrial establishments in the city or country. If a labourer, employment at the wharves, shipping or buildings will generally afford him ready work at good wages. If a skilled artisan, there are sugar, cotton, woolen and planing mills in the city and neighbourhood. If the female part of his family, are accustomed, or will adapt themselves to household work, opportunities on all sides are open for ready employment at good wages. Labour of all kinds, is generally better paid in Nova Scotia than in England. Carpenters and joiners receive eight shillings sterling, or two dollars a day, masons or brick layers, about the same, and labourers four shillings to four and sixpence sterling a day. Farm servants, especially in the season of crop, or harvest, are in large request, and will, if at all fitted for their work, earn six shillings sterling or one dollar and a half per day, with board and lodging, and if sober, steady and trustworthy, will find no difficulty in getting steady employment all the year round.

The demand at the Nova Scotia Gold Mines, for skilled and other labour is already large and annually increasing. There are about sixty-five mines in working order at the present time and new discoveries are made from time to time, bringing greater demand for labour.

The demand at the large coal mines of Nova Scotia is always increasing with the annually improving demand for coal for consumption and export.

The cost of living in Nova Scotia is moderate, and with the good wages we have named as generally ruling in city and country, prudent people can live very comfortably. A list of market prices will be found in the appendix.

Enough has been said to show that industry and peaceful living, will be sure to reap a rich reward in any occupation in Nova Scotia.

Emigration is not to be understood as a mere refuge from privation. It is too commonly expected that the removal to a new country will lead *at once* to prosperity and riches. If the emigrant thinks that the mere change of place is to operate a change of fortune, that struggle and disappointed hope are the fixed characteristics of one Hemisphere, and success, wealth and happiness those of another—if he believe that in his flight, he may safely abandon care and trial, and energy, yet become comfortable and independent, he looks on the whole question from a false light, and has grievously mistaken the economic effects of emigration. "The new country does not pour forth spontaneously the elements of success; it is merely, after all, a field for exertion."

The question of climate has already been treated of, in a former chapter. The emigrant can thoroughly rely on that of Nova Scotia as healthful and pleasant.

CHAPTER X.

CONSIDERATIONS ON ARRIVAL.

Arrived at Halifax, and stepping on shore, avoid the bustle and crowd at the wharf and railway terminus; it is advisable for the emigrant, especially if he intends to take a little time to look around him, not to be in a hurry. The mails delivered, and the passengers by rail despatched, he can then inquire at his leisure of the Government Immigrant Agent or any respectable person to recommend him to quiet lodgings. The advantages Nova Scotia offers to settlers have been briefly set forth in the foregoing pages, but the emigrant may still be undetermined and desire to look around and judge for himself. Weighing the matter carefully, it will be for him to determine whether the advantages the great North West has to offer in facilities for planting land, cheapness, and in some things larger crop, are not more than counterbalanced, by the want of good water, scarceness of fuel, and comparative isolation, and also in the difference of the ready market for all products, which the nearness to the shipping port offers, and the superior social, educational and religious advantages of the older province, especially to a man with a family. Six or eight hours journey by railway from Halifax, will give a view of the country west for 120 miles, to the fruit growing country of Annapolis, and a similar journey eastward will enable him to judge of the farming capabilities of the land in that direction, and give opportunities for getting information from some of its intelligent agriculturists. If the emigrant have a knowledge of market gardening and even a limited amount of money, he will find suitable lots of land at very low prices, twenty or thirty miles from Halifax. Farms of from 100 to 350 acres, with from fifteen to twenty-five acres cleaned, and the remainder good wood land, with some pasturage, with cottage and outhouses may be purchased at from £80 to £150 sterling on easy terms of payment. These are often properties held for estates, which require to be sold, in other cases where the sons have been enticed away by glowing descriptions to the North West or the United States, and the old people being left alone, desire to sell out at even half the value of their farms.

A single man without means who wishes to obtain immediate agricultural employment, can go in any direction in the Province and get it at good wages with board. Subjoined will be found Tables of the relative values of sterling money and Canadian currency; also of the agricultural products of Nova Scotia and its fisheries, as obtained by the Census of 1881.

MONEY TABLE.

VALUE OF STERLING MONEY IN CURRENCY OF CANADA, AND CURRENCY IN STERLING.

Sterling Money.			Canadian.	Canadian.	Sterling Money.		
£	s.	d.	\$ cts.	\$ cts.	£	s.	d.
0	0	1	0 2	0 1	0	0	0½
0	0	2	0 4	0 2	0	0	1
0	0	3	0 6	0 3	0	0	1½
0	0	4	0 8	0 5	0	0	2½
0	0	5	0 10	0 10	0	0	5
0	0	6	0 12	0 15	0	0	7½
0	0	7	0 14	0 20	0	0	10
0	0	8	0 16	0 25	0	1	0½
0	0	9	0 18	0 50	0	2	1
0	0	10	0 20	1 00	0	4	1½
0	0	11	0 22	2 00	0	8	3
0	1	0	0 24	3 00	0	12	5
0	1	3	0 30	4 00	0	16	5
0	1	6	0 36	5 00	1	0	6
0	1	9	0 43	6 00	1	4	8
0	2	0	0 49	10 00	2	1	1
0	2	6	0 61	20 00	4	2	2½
0	5	0	1 22	25 00	5	2	9
0	10	0	2 43	50 00	10	5	6½
1	0	0	4 87	100 00	20	10	11½
5	0	0	24 33	500 00	102	14	9½
10	0	0	48 67	1,000 00	205	9	7
25	0	0	121 67	5,000 00	1,027	7	11½
103	0	0	486 67	10,000 00	2,054	15	10½

It will be noted that English halfpennies and Canadian cents are almost identical.

ACREAGE AND STATE OF LAND OCCUPIED.

Census 1881.

Occupied	5,396,382 acres.
Improved	1,880,664 "
Under Crop and Pasture	1,859,020 "
Orchards and Gardens	21,624 "

PRODUCTS OF THE MINE—NOVA SCOTIA.

Gold	15,167 ounces.
Silver	22 "
Copper Ore	2,000 tons.
Manganese	316 "
Coal	1,013,345 "
Gypsum	177,081 "
Phosphate Lime	165 "
Building Stone	214,819 "

LIVE STOCK OF NOVA SCOTIA.

Census 1881.

Horses	46,044
Colts	11,123
Working Oxen.....	33,275
Milch Cows	137,639
Other Horned Cattle.....	154,689
Sheep	337,801
Swine	47,256
Wool sold.....	1,142,440 lbs.
Honey sold.....	14,945 "

FIELD PRODUCTS OF NOVA SCOTIA.

Census 1881.

Hay.....	597,731 tons.
Potatoes.....	7,378,387 bushels.
Oats	1,873,113 "
Barley.....	228,748 "
Wheat.....	529,257 "
Peas and Beans.....	37,220 "
Buckwheat.....	339,718 "
Turnips.....	1,006,711 "
Other Roots	326,143 "
Clover Seed.....	8,128 "
Indian Corn.....	13,532 "
Rye	47,567 "
Acres cultivated.....	45,045

PRODUCTIONS OF THE FOREST—NOVA SCOTIA.

Census 1881.

Pine and other Timber.....	2,748,398 pieces.
Sawed Deals.....	4,091,517 feet.
White and Red Pine	160,177 cubic ft.
Birch and Maple.....	549,330 " "
Masts and Spars.....	8,703
Staves	13,137
Lath Wood.....	5,585 cords.
Tan Bark	10,843 "
Fire Wood	637,084 "
Oak Timber.....	22,876 cubic ft.
Tamarac.....	106,069 " "
Hickory	630 " "

STATISTICS OF THE CITY OF HALIFAX AS SHOWN BY THE
CENSUS OF 1881.

Number of Square Miles.....	7
Number of Acres.....	4,782
Number of Inhabited Houses.....	5,103
Uninhabited Houses.....	243
Houses being Built.....	25
Total Houses Occupied.....	5,107
Number of Families.....	6,993
Total Population.....	38,100
Number of Males.....	16,750
Number of Females.....	19,350
Number of Married Males.....	5,555
Number of Married Females.....	5,568
Total Number Married.....	11,103
Number of Widowed Males.....	409
Number of Widowed Females.....	1,656
Total Number Widowed.....	2,065
Children and Unmarried Males.....	10,806
Females Unmarried.....	12,126
Total Children and Unmarried.....	22,932

FISHERIES.

The Fisheries, which as before stated, is one of the most important industries, employs 775 vessels with 6,834 men, and 13,214 barges and boats with 17,782 men, besides 2,291 net shore men. In 1881 they were divided among the different counties as follows:—

	Vessels.	Men.	Boats.	Men.
Halifax	85	811	2,530	3,227
Lunenburg	143	1,809	1,232	1,567
Queens	23	178	382	648
Shelburne	122	1,385	1,108	1,416
Yarmouth	121	1,409	748	505
Digby	75	409	536	987
Annapolis	16	60	400	463
Kings	6	22	113	161
Hants			52	74
Colchester				
Kings	12	85	1,035	1,734
Inverness	3	14	590	921
Victoria	4	19	842	1,252
Cape Breton	29	127	1,255	1,570
Richmond	92	604	1,545	2,314
Guysborough	28	239	1,204	1,662

HALIFAX PRICES CURRENT.

Flour, per bbl,	\$5.50 to \$6.25
Cornmeal, "	3.50 — 3.75
Oatmeal, "	6.10 — 6.25
Sugar, per lb.	0.07 — 0.10
Tea, Good Congo, per lb.	0.25 — 0.28
Coffee, per lb.	0.13 — 0.15
Fish—Dry Cod, per quintal.	3.00 — 4.50
Herring, per bbl.	3.00 — 4.25
Mackerel, "	6.00 — 7.25
Hams, sugar cured, per lb.	0.14 — 0.15
Bacon, "	0.13 — 0.14
Rice, "	0.11 — 0.12
Mess Pork, per bbl (new)	24.00 — 25.00
Mess Beef, "	12.00 — 14.00
Molasses (prime) per gallon	0.44 — 0.45
Tobacco, per lb.	0.17 — 0.19

FARMERS' MARKET.

Butter, wholesale	18c. to 20c.	Veal, by carcase, per lb.	5c. to 8c.
" retail	22c.	Geese	50c. to 80c.
Beef, by the qr., per lb.	8c. to 10c.	Turkeys, per lb.	20c. to 22c.
Eggs (Fresh), wholesale		Green Hides, per lb.	6½c. to 7c.
per doz.	18c. to 20c.	Tallow (rough) "	3½c.
Hams and Bacon, per lb.	9c. to 14c.	Calf Skins, "	8c. to 10c.
Hay, per ton	\$11 to \$12	Feathers (Goose), per lb.	25c. to 35c.
Straw, per ton	\$7 to \$9	Wool, per lb.	20c. to 25c.
Oats, per bush.	55c. to 60c.	Wool Skins (Lamb)	20c.
Apples, per bbl.	\$2.50 to \$3	Fowls, per pair	60c. to 80c.
Mutton, by carcase, per lb.	8c. to 10c.	Dried Apples	8c. to 10c.
Lamb, " "	16c.	Potatoes, per bbl.	55c. to 60c.

46,044
11,123
33,275
37,639
54,689
337,801
47,256
40 lbs.
45 "

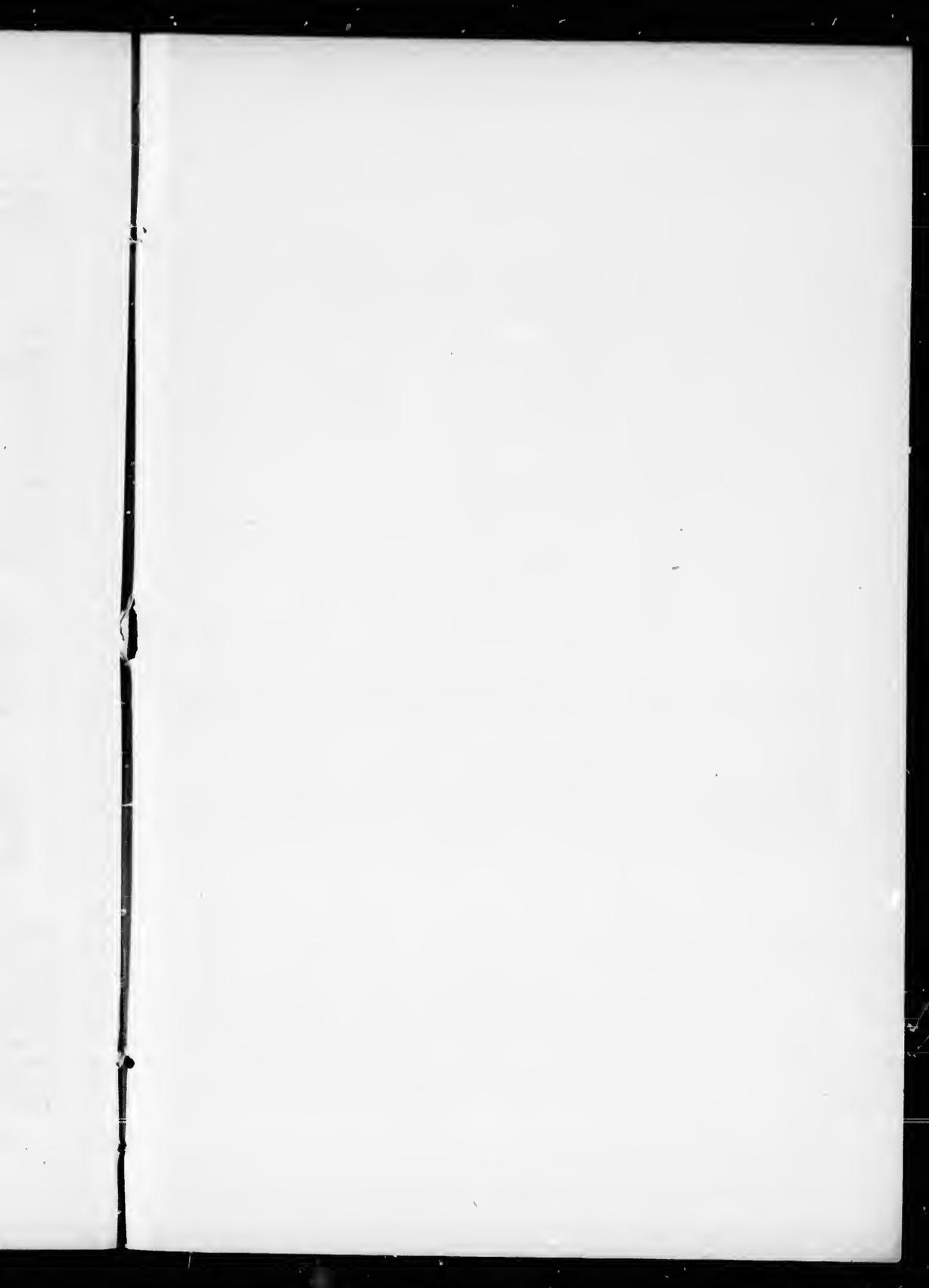
1 tons.
7 bushels.
5 "
8 "
7 "
0 "
8 "
1 "
3 "
8 "
2 "
7 "
45,045

pieces.
feet.
cubic ft.
" "
" "
cords.
" "
" "
cubic ft.
" "
" "
" "

THE
7
4,782
5,103
243
25
5,107
6,993
38,100
16,750
19,350
5,535
5,568
11,103
409
1,656
2,065
10,806
12,126
22,932

PRODUCTION OF THE FISHERIES OF NOVA SCOTIA—1881,

COUNTIES.	Cod. Quintals.	Haddock.	Herring. Barrels.	Salmon.	Gaspereaux.	Mackerel.	Lobsters.	Oil. Gallons.
Halifax.....	56,720	13,638	21,856	134	2,066	34,395	575,830	31,136
Lunenburg.....	122,548	3,667	15,201	10	140	15,685	145,000	57,976
Queens.....	23,582	2,397	6,097	21	871	1,790	141,397	12,277
Shelburne.....	128,949	12,501	10,295	(Shad, 516)	622	11,862	341,300	41,399
Yarmouth.....	80,931	17,281	5,046	103	3,540	10,181	727,000	30,196
Digby.....	23,860	41,978	5,819	.....	48	2,002	1,002	41,144
Annapolis.....	3,500	8,178	14,296	57	34	652	.....	.....
Kings.....	754	1,137	3,598	84	28	3,893	.....	547
Hants.....	86	48	211	(Shad 1425)	(Shad 1425)	6,390	.....	22
Inverness.....	18,529	1,751	5,115	6	805	3,403	74,480	4,570
Victoria.....	23,945	1,925	3,590	(Shad 1184)	.....	11,123	.....	7,840
Richmond.....	34,616	9,600	14,272	118	.....	4,654	629,941	14,048
Cape Breton.....	33,384	3,075	14,434	200	980	.....	33,600	10,808
Guyssboro'.....	30,943	9,369	17,276	35	185	.....	520,405	13,874
Total.....	587,203	128,578	140,830	200	1,293	13,117	3,841,476	275,352



Canadian Government Agencies.

ALL persons desirous of obtaining information, whether of Rates of Passage, or otherwise pertaining to Canada, can make application to the following agents:—

IN THE UNITED KINGDOM.

- LONDON... .SIR CHARLES TUPPER, K.C.M.G., &c., High Commissioner for the Dominion, 10 Victoria Chambers, London, S.W.
Mr. J. COLMER, Secretary, High Commissioner's Office (address as above).
LIVERPOOL..MR. JOHN DYKE, 15 Water Street.
GLASGOW...MR. THOMAS GRAHAM, 46 St. Enoch Square.
BELFAST...MR. CHARLES FOY, 29 Victoria Place.
DUBLIN....MR. THOMAS CONNOLLY, Northumberland House.
BRISTOL....MR. J. W. DOWN, Bath Bridge.
-

CANADA.

IN THE OLD PROVINCES.

- QUEBEC....MR. L. STAFFORD, Point Levis, Quebec.
TORONTO....MR. J. A. DONALDSON, Strachan Avenue, Toronto, Ontario.
OTTAWA....MR. W. J. WILLS, Wellington Street, Ottawa, Ontario.
MONTREAL..MR. J. J. DALEY, Bonaventure Street, Montreal, Province of Quebec.
KINGSTON..MR. R. MACPHERSON, William Street, Kingston, Ontario.
HAMILTON..MR. JOHN SMITH, Great Western Railway Station, Hamilton, Ontario.
LONDON....MR. A. G. SMYTH, London, Ontario.
HALIFAX...MR. E. CLAY, Halifax, Nova Scotia.
ST. JOHN...MR. S. GARDNER, St. John, New Brunswick.

IN MANITOBA AND THE NORTH-WEST.

- WINNIPEG..MR. W. C. B. GRAHAM (MR. H. J. MAAS, German Assistant), Winnipeg, Manitoba.
EMERSON...MR. J. E. TETU, Railway Station, Emerson, Manitoba.
BRANDON...MR. THOS. BENNET (MR. JULIUS EBERHARD, German Assistant), Office at the Railway Station.
PRINCE ARTHUR..J. M. MCGOVERN.

IN BRITISH COLUMBIA.

- VICTORIA...MR. JOHN JESSOP.

