

LO

CON

D

LO

Publi

FACTS FOR EMIGRANTS.

A JOURNEY

FROM

LONDON TO THE BACKWOODS
OF CANADA

CONTAINING LIST OF PLACES, COST OF PROVISIONS,

INFORMATION AS TO

Distances, Wages, and Labour,
Timber and Land,

AND TRAVELLING EXPENSES FROM

LONDON TO HALIBURTON,

Township Dysart.

COUNTY PETERBOROUGH, CANADA WEST.

Published by H. BORN, Bookseller, 115, London Wall.

E.C.

LONDON 1868.

Price Fourpence.

FA

It was
sailed
Canada
Canada
sented
momen
wildern
would
country
of the
so forth
forming
I sai
Grinne
New Y
not coc
in the
ship, th
reasons
were v
say an
suggest
in taki
sions,
voyage
weathe

FACTS FOR EMIGRANTS.

It was on the 16th of Mar, in this year, 1868, that I sailed from London for New York, on my way to Canada. I had long been desirous of emigrating to Canada—an opportunity of a favourable character presented itself—I accepted the chance, and am at this moment writing at my new home in the depths of the wilderness. Many of my friends had begged that I would send them accurate and full information of the country, of the voyage, of the expenses, of the journey, of the prices of commodities, of the rate of wages, and so forth. I promised I would do so, and am now performing my promise.

I sailed in the "American Congress," a fine ship of the Grinnell Line, running regularly between London and New York. The passage money was £4. Provisions, not cooked, were served out on board, and were included in the passage money. I have no fault to find with the ship, the provisions, or the officers. Indeed, I have many reasons to be grateful to the officers who, one and all, were very kind and obliging. But without wishing to say anything damaging to the Grinnell Line, I would suggest to passengers that they would find an advantage in taking on board with them extra supplies of provisions, especially if they have good appetites. The voyage lasted fifty-seven days. It was unusually calm weather; the sea was as smooth as a mill-pond for days

Memoranda

New York

- 10th of

the 10th of
night. p

to the

two

was left

visions

yesterday

to busy

together
no means
some of
were not
and we l
tremely
voyage;
up the
stream,
cient in
angled f
meat-ho
supply o
well.
dubbed
cook.

Captain
entitled
attention

If yo
vessel r
a steame
the one
arriving
date-exp
run in t
it much
reach U
extra to
by saili
passage
provisio
the rail
From M
the sam
two tol
save mo
and to
differen

together, and though the voyage was tedious it was by no means unpleasant. We had about forty passengers, some of whom were agreeable enough, and some few were not. A young Scotchman was my fellow passenger, and we had a cabin to ourselves. In fact, we were extremely comfortable. I have nothing to relate of the voyage; we saw the usual shoals of porpoises, picked up the sea-weed as is customary when in the gulf-stream, and preserved it in a pickle bottle, grew proficient in the art of splitting and toasting biscuits, and angled for the inevitable shark with a piece of pork and a meat-hook. I had packed in my cabin a moderate supply of eatables, and until those ran out we did very well. After that, my fellow passenger and myself dubbed together and bought extra supplies from the cook. The ship was thoroughly well managed, and Captain Jordan and Mr. Frazer, his chief officer, are entitled to my thanks for their consideration and attention.

If you ask me whether it is best to go in a sailing vessel rather than to pay the extra fare and travel by a steamer, I reply, by all means go by steamer. In the one case you can calculate with confidence upon arriving at your destination within a day or two of the date expected. In a sailing vessel you may make the run in three weeks, or it may be three months. Nor is it much cheaper. To the emigrant who desires to reach Upper Canada it will not cost him more than £1 extra to travel by steamer from Liverpool, rather than by sailing vessel from London. In the one case the passage money is £4, in the other £6 6s.; but extra provisions will cost £1 if you go by sailing vessel, and the railway from New York will be found very heavy. From New York to Port Hope cost me 10 dols., and the same amount for my luggage, which consisted of two tolerably large boxes. I consider that I did not save more than a sovereign by coming by sailing vessel, and to save that sovereign I had to sacrifice the difference between twelve days and fifty-five days.

Therefore, the steamer, though not comfortable on the voyage, was thoroughly satisfactory. I feel quite confident that I could sail on any other officer, I should be satisfied.

We entered the harbor and were boarded by the customs officers at the quay. They searched my box, and I found nothing objectionable. The luggage was labeled and the corresponding weight was taken where I was. The officers assured me that I should have access to the shore without any trouble concerning my baggage. I found that the regulations regarding recording of passengers and their matters is very strict, and that no baggage is allowed to be lost or stolen, and that every emigrant, whether male or female, must have the necessary forms, and that I am held responsible for all my baggage.

By the way, the ship arrived at the quay where ample provisions for the emigrants. The ship has been built for the purpose. I found that my bedding was not suitable for the period. However, I had the advantage of properly ventilated quarters outside, and the emigrants—both men, the women, and children with families—

Therefore, I recommend all emigrants to come here by steamer, though I am bound to say that I was very comfortable on board the "American Congress," that I thoroughly enjoyed the voyage, and that I should feel quite certain, on any future occasion, that if I could sail in a ship of which Mr. Frazer was chief officer, I should enjoy myself and feel at ease.

We entered New York on the 10th July, and were boarded by the Customs' officers before we reached the quay. The luggage was pretty closely inspected, but beyond some remarks touching a fowling-piece I had in my box, I had no trouble concerning it. After inspection the luggage was taken altogether out of my charge; it was labelled, and a metal check given me corresponding with one placed on the luggage. I stated where I was going, namely, to Port Hope, and the officers assured me that unless I wished to open it, or to have access to it, I need not give myself any further trouble concerning my boxes until I reached Port Hope. I found this to be really the case, and I cannot help recording my opinion that the management of these matters is most admirable. Luggage is very rarely lost or stolen, and all anxiety concerning it is taken off the emigrant, who merely has to go through certain necessary forms, and then the proper officials relieve him of all responsibility.

By the time the luggage had been overhauled we arrived at the Emigrant Depot, called Castle Gardens, where ample provision is made for the reception of the emigrants. The building was originally a circus, and has been but slightly altered to adapt it to its present purpose. Here the emigrant is at liberty to open out his bedding and take up his quarters for a reasonable period. He can obtain provisions inside the building of properly appointed persons, or can go and buy them outside, and bring them in. A division is made of the emigrants—the Germans, the English, the unmarried men, the unmarried women, and the married couples with families—each are directed to their proper quarters,

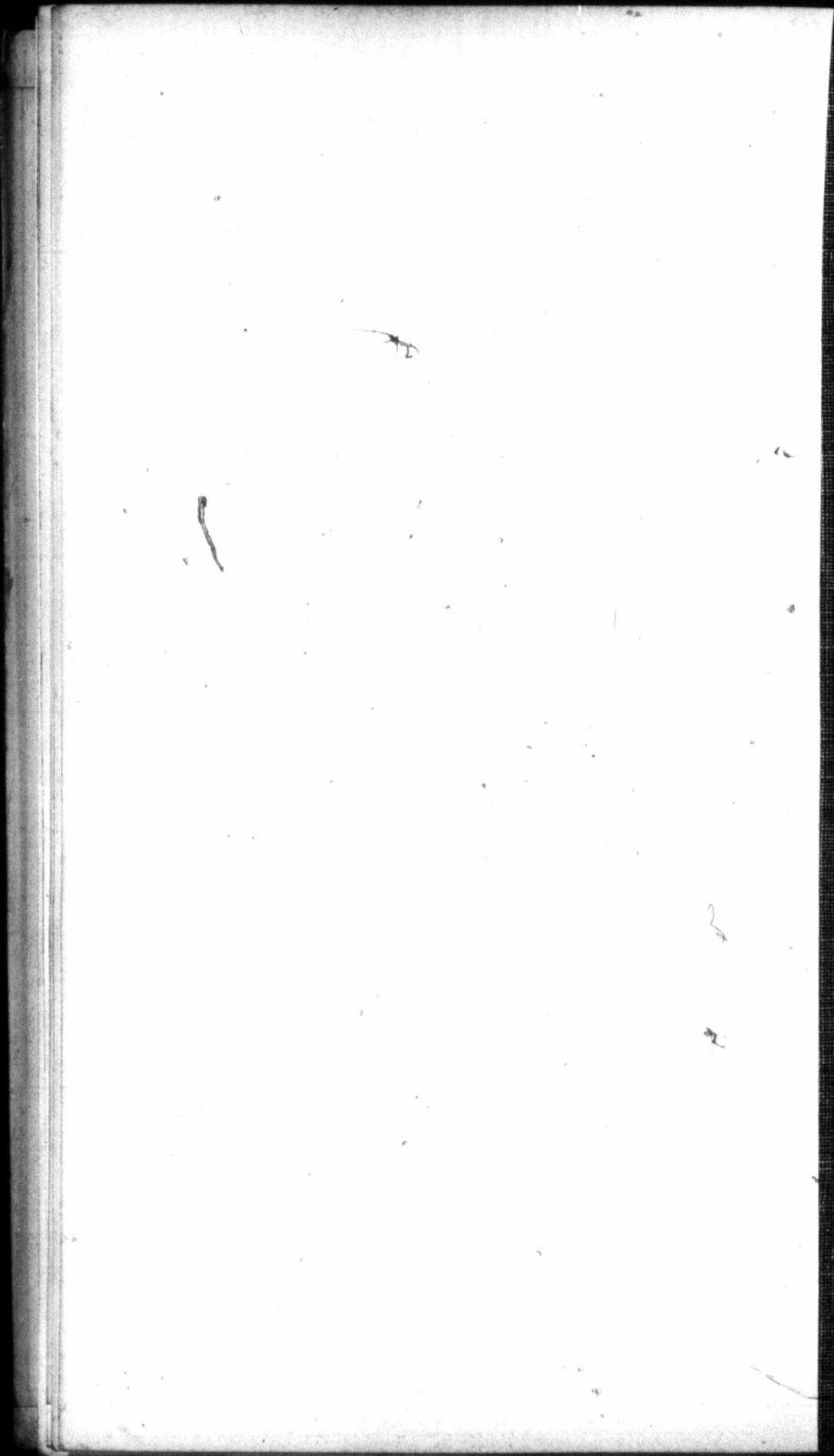
and are
no diffic
vigorou
ing it,"
had no
of the
taken
was at
could h
but cir
may a
As
bank
which
Mr. E
It is
or ide
merely
I left
o'clock
Garden
ellie c
warded
time h
tendan
the rot
recom
throug
in Gre
luggag
to pay
all the
Castle
Railwa
me, al
nothin
those
of eve
togeth

and are required to keep within them. In fact there is no difficulty experienced, and beyond having a rather vigorous lesson in the meaning of the phrase "roughing it," he has nothing to complain of. For myself I had not to go through this process. By the kindness of the second mate of the "American Congress" I was taken to the boarding-house he usually frequented, and was at once in pleasant quarters. Had I desired it I could have proceeded on my journey without any delay, but circumstances rendered it desirable that I should stay a day or two in New York.

As a guide to those who may have to follow in my track I may here state that the boarding-house at which I stayed was a very good one, and that I paid £3. English for the three day's board and lodging.

It is no part of my intention to write my opinions or ideas of the places, I saw, in my journey. I wish merely to give facts.

I left New York on Monday afternoon, about four o'clock, and previous to leaving I went to Castle Gardens, called at the proper office produced my metallic cheque, and desired that my luggage might be forwarded on to Port Hope that day. I stated at the same time how I intended to travel, and the officers in attendance gave me all the necessary information, as to the route to be preferred; ultimately I went to an office recommended by these officials, and took my ticket through to Port Hope. For this ticket I paid 10 dols. in Greenbacks. This was for my own fare, but my luggage being heavy, (weighing about 250 lbs.) I had to pay another 10, as luggage freight. Having made all these arrangements, I got on board the Steamboat at Castle Gardens and in ten minutes was at the Albany Railway Station. I had only a small carpet bag with me, all my luggage being under check, and therefore had nothing to trouble me. American railways are not like those of England. The speed is not more than half that of even the slowest English lines, and the system is altogether opposed to an Englishman's notions. I do not



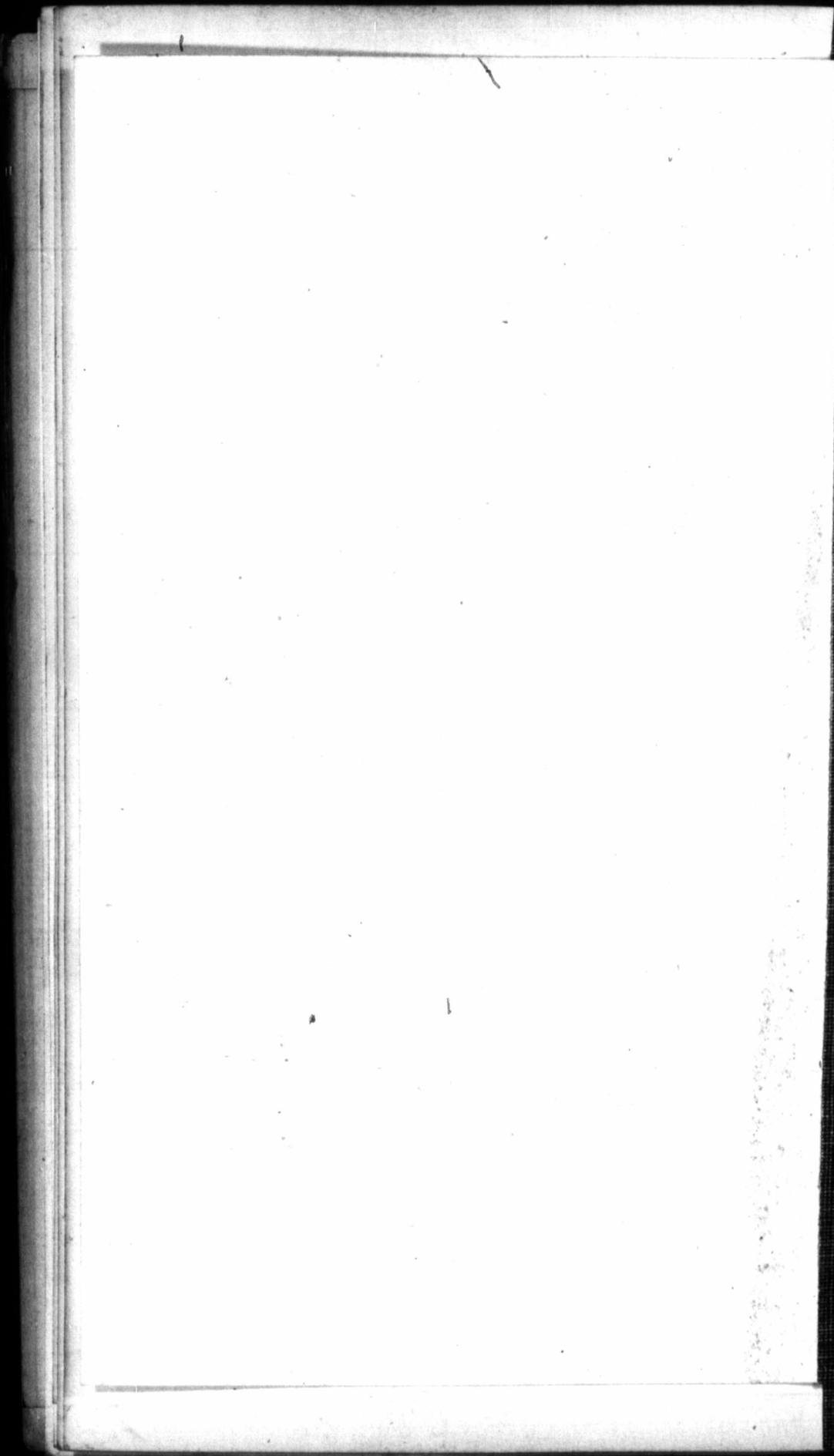
li
i
v
P
t
A
I
r
S
P
I
n
t
a
b
fr
ni
ve
tr
th
m
by
ta
m
th
ca
di
25
fi
so
tr
ab
an
ho
st
at

like the American Railway system, nor the American idea of universal equality, and travelling is therefore not very enjoyable. However we reached Albany about half past six on Tuesday morning, and I am bound to say that I slept not uncomfortably in the railway cars. At Albany there was a detention until eleven o'clock, when I took my seat in the train for Syracuse, which place was reached at half-past five on Wednesday morning. From Syracuse there was no train for Rochester until half-past eight, and finally I reached Rochester, a port on Lake Ontario, at eleven o'clock on Wednesday morning. Whilst strolling about the station, I happened to pass a heap of luggage under the charge of an officer and among it to my great satisfaction, saw my own boxes.

About eleven o'clock at night the Steamboat started from Rochester for the opposite shore of the lake; the night was quite calm, and the run across the lake was very pleasant. I had a good berth, and having been travelling two nights, slept very sound. We entered the harbour of Port Hope at about nine on Thursday morning, our luggage having been already inspected by the Custom's officers who boarded us when at some distance from the shore. Before landing I produced my metallic check, gave it up to the officer in charge of the luggage, and my boxes were then under my own care and responsibility.

The train for Peterborough left at ten o'clock the distance being about forty miles, and the fare 1 dol. 25 cents, or five shillings sterling. The run occupied five hours and a half.

Peterborough is a very nice thriving little town of some six or seven thousand inhabitants and is the metropolis of a large agricultural district. The town is about thirty years old. There are plenty of good hotels, and living is very moderate. The charge at a good hotel is generally a dollar a day, which includes three substantial meals per day and bed. I stayed only a short time at Peterborough and took a stage to Chemony Lake, a



di
ex
st
co
pa
th
h
ob
vi
m
co
ov
an
w
br
an
th
H
be
fr
li
to
fo
"
to
ro
ro
F
ri
sp
an
g
h
t
fo

distance of seven miles, paying 1s. 6d sterling fare, and extra for my luggage. The stage connects with the fine steamer, Ogemah, Captain Turver, a gentleman who considers no trouble too great to accommodate his passengers, and whose advice may be relied upon with the utmost confidence. A delightful trip of about three hours, through lakes where the scenery is of the most charming character, took me to Bobcageon, a little village that stands at the commencement of the Government Road of that name, and upon the short river that connects Pigeon Lake with Sturgeon Lake. Bobcageon owes much of its prosperity to the energy of Mr. Boyd, an English gentleman who settled here when the forest was yet untouched, and who now carries on a very large business in sawed timber. He has powerful saw mills, and his operations extend a distance of fifty miles into the as yet only partially settled country to the north. He annually exports some millions of feet of pine boards to the States. I should here note that the fare from Chemony Lake to Bobcageon is two shillings sterling.

At Bobcageon, Simpson's Hotel is an excellent house to stop at, and Mr. Simpson is always ready to give information and assistance to those who are going to the "Back Country."

A stage from Bobcageon runs three times a week to Minden, a village thirty miles on the Bobcageon road. Tuesdays, Wednesdays, and Saturdays up the road, and the alternate days down to Bobcageon; Fare 1 dol. 50 cents or 6s. sterling.

At Minden there are three hotels, and on my arrival I stayed at Buck's Hotel, a house that I can speak of in the best terms.

From Minden a waggon took me and my luggage and some fellow travellers to the port of Lake Kasha-gawigamog, a distance of three miles and a half, and here a small steamer was in waiting and conveyed me to my destination at Haliburton, a distance of about fourteen miles.

I h
pense
future
say th
no di
burton
Pent
as to
thoug
any n
his na
Halib
an un
Hav
procee
literar
down i
The
obtain
give th
Linds

JOHN

No
contin
wheat
quiries

I have been particular in giving distances and expenses, in the hope that it may serve as a guide to future emigrants travelling in this direction; and I may say that from the moment I landed at Port Hope, I had no difficulty whatever in making my way to Haliburton. Mr. H. C. Stewart of 41, Great Percy Street, Pentonville, had supplied me so fully with information as to the line of road, that I travelled it as easily as though it were a once a week journey. Indeed if at any moment a difficulty arose, I had only to mention his name, or that of his brother Mr. C. R. Stewart of Haliburton, and I at once found myself in possession of an unfailling passport.

Having thus particularised my journey, I will now proceed to give as many facts as possible. I have no literary skill, and must therefore be excused if I jot them down in a promiscuous manner.

The first information an intending emigrant wishes to obtain is relative to the prices of commodities, I therefore give the market prices of provisions in the town of Lindsay during the first week in August.

LINDSAY MARKETS.

JOHN CHISHOLM . . . Commercial Reporter.

Lindsay 31st July, 1868.

No transactions of importance to note—the market continues bare, with prices firm for all grades—Old wheat can be disposed of at quotations. We hear enquiries for oats, potatoes, eggs, and butter. We quote

	Dols.	Dols.
Fall Wheat, per bushel of 60lbs	1 20	1 30
Spring Wheat per bushel of 60lbs	1 20	1 20
Oats, per bushel old	0 55	0 60
Peas, per bushel of 60lbs	0 60	0 70
Flour Fall per bushel of 20lbs	6 75	7 00
Flour, Spring barrel of 200lbs	6 00	6 50
Lard per lb.	00 00	00 00
Hides per 100lbs	4 00	10 00
Clover seed, per bush.	4 00	4 50

	Dols.	Dols.
Timothy do do	1 50	2 00
Timothy Mixed	7 25	8 00
Oatmeal per 100lbs	3 75	5 00
Cornmeal do	2 50	3 00
Potatoes per bush. old cups	0 70	0 75
do do new	1 00	1 50
Barley per bush. of 60lbs	0 60	0 65
Fresh Butter, per lb.	0 13	0 15
Butter, old	0 10	0 13
Eggs, per dozen	0 10	0 13
Pork per 100lbs	8 00	12 00
Shorts, per ton	20 00	24 00
Bran per 100lbs	0 50	0 00
Tallow per lb	0 08	0 10
Rye per bush.	0 75	0 80
Beef per 100lbs	5 00	6 00
Mutton per 100lbs	5 00	7 00
Lard	0 08	0 10
Cordwood per cord	1 75	2 50
Veal per lb. per qtr.	0 05	0 00
Ham per lb.	0 06	0 08
Sheepskins	0 75	0 90
Calf Skins per lb.	0 10	0 00
Geese, each	0 40	0 70
Turkeys, each	0 40	0 70
Chickens per pair	0 20	0 25
Hay per ton	8 00	9 00
Ducks per pair	0 40	0 45
Wool per lb	0 17	0 20
Cheese per lb	0 15	0 18
Bacon good per lb	0 06	0 08
Beans	1 25	1 50

Of this List I have to observe that these prices do not represent the prices in Haliburton. This is a new settlement, and as there are new settlers constantly arriving the consumption is greater than the produce. Consequently considerable quantities of provisions have to be brought from the older settlements, and, therefore, the freight must be added to the above market prices. Lindsay and Peterborough are both some seventy miles from this settlement, and the prices here are much higher. I may quote as present prices:—

The
little n
sons th

Fre

It is
in this
of boar
once co
—a goo
countr
and lod
2 dol. 5
little h
throug
believe
lodging
wages
chop a
work o
to 15 d
must n
from t
hand c
he sho
when l

	dols.
Flour	4 50 per 100lbs
Pork	13. 00 do
Tea	00 80 per lb

The present is an unusually late season, and there is little new wheat, and no new potatoes. In ordinary seasons the following is about the range of prices:—

	dols.
Flour	3 00 per 100lbs
Pork	8 00 do
Potatoes	0 30 per bush. of 60lbs
Venison	0 05 per lb.
Beef	0 05 do
Salmon Trout	0 05 do

Fresh Pork in November sells at about 6 dols. per 100lbs.

WAGES.

It is not easy to give a clear idea of the scale of wages in this Back Country. It is so involved with the subject of board and lodging that the old countryman cannot at once comprehend its nature. The wages of a carpenter, —a good workman,—who understands the nature of this country well, may be taken at 1dol. per day and his board and lodging. The usual charge for board and lodging is 2dol. 50 cents per week. In Haliburton there is a very nice little hotel, supplied abundantly with venison and salmon through the skill of the proprietor, Mr. Holland, and I believe that the usual charge for a week's board and lodging is from 2 dols. 50 cents to 3 dols. per week. The wages of a man hired to work on a farm, a man who can chop and is thoroughly familiar with the axe and all the work of clearing new land, may be taken at from 12 dols. to 15 dols. per month and his board and lodging. It must not, however, be supposed that an emigrant fresh from the old country will obtain these wages. If a raw hand can earn enough to pay for his board and lodging he should consider he is doing well. In fact the emigrant when he first arrives is not of much use to anyone. He

can't
can't
tatoes
rious
at one
work
twelve
price
and i
men w
seven
at leas
man t
fore he
high, s
from fo

Halit
Canada
of acres
the land
fifty cen
ships im
totally u
In many
Free Gr
lot, take
residence
a serious
take a F
Company
about eq
cellent lo
funds, it
the Comp
or ten ye

can't chop,—he can't drive oxen,—he can't cradle,—he can't split rails,—and it is very few who can even hill potatoes or Indian corn. Since I arrived here a very industrious Englishman,—a hard working man,—came out and at once took a job,—chopping a piece of new land. He worked honestly at his job from sunrise to sunset, and in twelve days had scarcely finished half an acre. The market price of chopping an acre of ordinary land is seven dols. and it takes an average axeman six days. There are men who say they can chop an acre in less, but I think seven days might be taken as an average. It will take at least two months for even a quick and apt old countryman to learn to swing an axe, and it will be a year before he makes a good axeman. The wages of girls are high, and they are in great request. A girl will obtain from four dols. to six dols. per month.

PRICE OF LAND.

Haliburton is the centre of the operations of the Canadian Land Company, who own nearly half a million of acres in this district. In the Company's townships the land is selling from one dol. per acre to one dol. and fifty cents according to terms and locality. The townships immediately adjoining the Company's block are either totally unoccupied, or are otherwise only partially settled. In many of these townships the Government system of Free Grants is adopted, and an emigrant can choose his lot, take possession of it, cultivate it, and after five years' residence has the title deeds handed over to him. It is a serious question with the emigrant whether he should take a Free Grant, or purchase of the Canadian Land Company. The quality of the land may be assumed to be about equal; for a man who takes time can pick an excellent lot in either case. If the emigrant has sufficient funds, it is in my opinion better for him to purchase from the Company, who it must be observed, give either five or ten years to pay the money. The emigrant who pur-

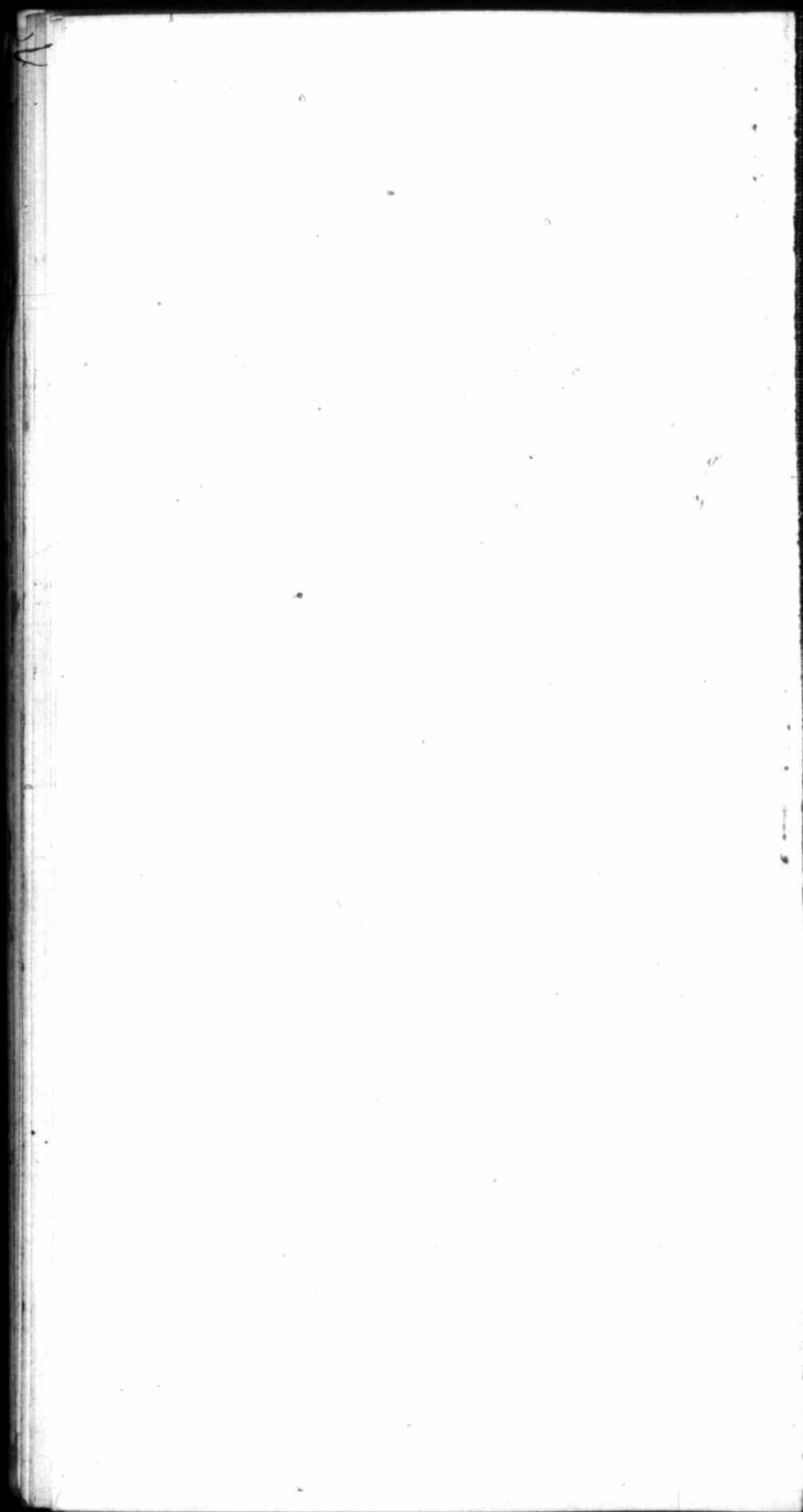
chases
living
mills,
ficulty
Morec
taught
borne
is amon
he can
to kee
man w
lot, be
other
no agr
He is
cannot
is done
withou
in the
several
tion a
settling
reduced
much n
one for
to the
paying
and sha

NATU

first i
country
the past
and wh
stumps
he is di
affair.
frequen
the gre
cially o

chases from the Company has at once the advantage of living on a good road,—he is near to saw mills and grist mills,—he is enabled to procure his supplies without difficulty, and to sell his produce, when he has any to spare. Moreover, he is close to schools, where his children are taught free of expense, and the local taxation is chiefly borne by the Company. Lastly, but most important, he is among well-to-do people, and when he runs out of funds, he can hire out to some of his neighbours and earn money to keep him until his farm begins to be productive. The man who takes a Free Grant must, if he chooses a good lot, be in the heart of the woods,—he is isolated from other settlements,—he has no road, no market, no school, no agricultural society, no post office, no mill, no church. He is living among settlers as poor as himself, and he cannot consequently hire out for wages, and whatever is done has to be done solely by the settlers themselves, without any extra assistance. Settling on a Free Grant in the townships just opened by the Government, means several years exceedingly heavy labour and much privation and hardship. These are not to be avoided by settling on the Company's lands, but they are greatly reduced, and the life of the woods is altogether made much more endurable. Still, the question is a serious one for the emigrant and must be determined according to the nature of his means. For my own part I prefer paying the one hundred dollars for the one hundred acres and sharing in the advantages offered by the Company.

NATURE OF THE COUNTRY AND QUALITY OF THE SOIL.—The first impression that an emigrant forms of the back country is not favourable. He has been accustomed to the pastures and beautifully tilled corn fields of England, and when he sees the clearing of a settler,—the blackened stumps, the scattered logs, the rough and ugly faces,—he is disposed to take an unfavourable view of the whole affair. The land, too, is seldom level, and the surface is frequently encumbered with stones. Stone, indeed, is the great drawback of the whole of Canada, and especially of those districts that are yet unsettled. In



looking for land in this neighbourhood, the only point to consider is whether it is free from stone—for the soil itself is universally good. The soil is high and loamy and sometimes sandy, but the subsoil is almost invariably a compact clay. Its fertility is abundantly manifested in the fine crops of wheat, Indian corn, oats, barley, peas, potatoes, and clover that are raised. A very moderate amount of skill and care will keep it in good heart; and the safest way, indeed, the only paying system is to take one or two crops off new land, and then seed it down with grass seeds for hay and pasture. In five years from the time of chopping, it can be readily ploughed, most of the stumps coming out with the plough. It is heavily timbered with hard wood, such as beech, and maple, and birch,—and there is sufficient cedar for fences. The whole country is thickly studded with lakes, and their effect is sensibly to ameliorate the climate. The winter is of the same length as on the shores of Ontario; the snow is seldom deep enough for good sledging before the middle of December, and it is off the ground by the first week in April. The lakes are closed for navigation about the middle of November. The Bobcageon road passes through a very bad country. It is the point of junction between the limestone formation and the granite. As soon as I passed the village of Minden, I noticed the difference at once, and we came into a country where it is evident agriculture can be carried on successfully.

COST OF CLEARING LAND.

It may be taken that the price of clearing land is 16 dols. per acre. This clears and fences the land and leaves it in fit condition for crops. A raw hand ought to clear the first winter at least five acres, and some men have cleared as much as ten. A practised axeman would chop ten or twelve acres during the winter, without working very hard.

AVERAGE CROPS.

Potatoes, two hundred bushels per acre.

Spring wheat, sixteen bushels per acre.

Fall wheat, twenty-four bushels per acre.

Oats, thirty bushels per acre.

Hay, (timothy) from a ton to a ton and-a-half per acre.

BEST TIME TO ARRIVE HERE.

Emigrants should arrive here in July. They have then leisure to look for land, to build a shanty, to underbrush a piece of land, and to meet the winter fully prepared. It is not desirable to come earlier, as it is best to come here after the fly time is over. The flies are in full power from the last week in May, until the second week in July. The woods are then almost unbearable to a new comer; black flies and mosquitoes making life in the woods a misery. This annoyance becomes less every year. In the old settlements black flies are unknown, and mosquitoes scarce; but in the woods they are very numerous and fierce in their attacks.

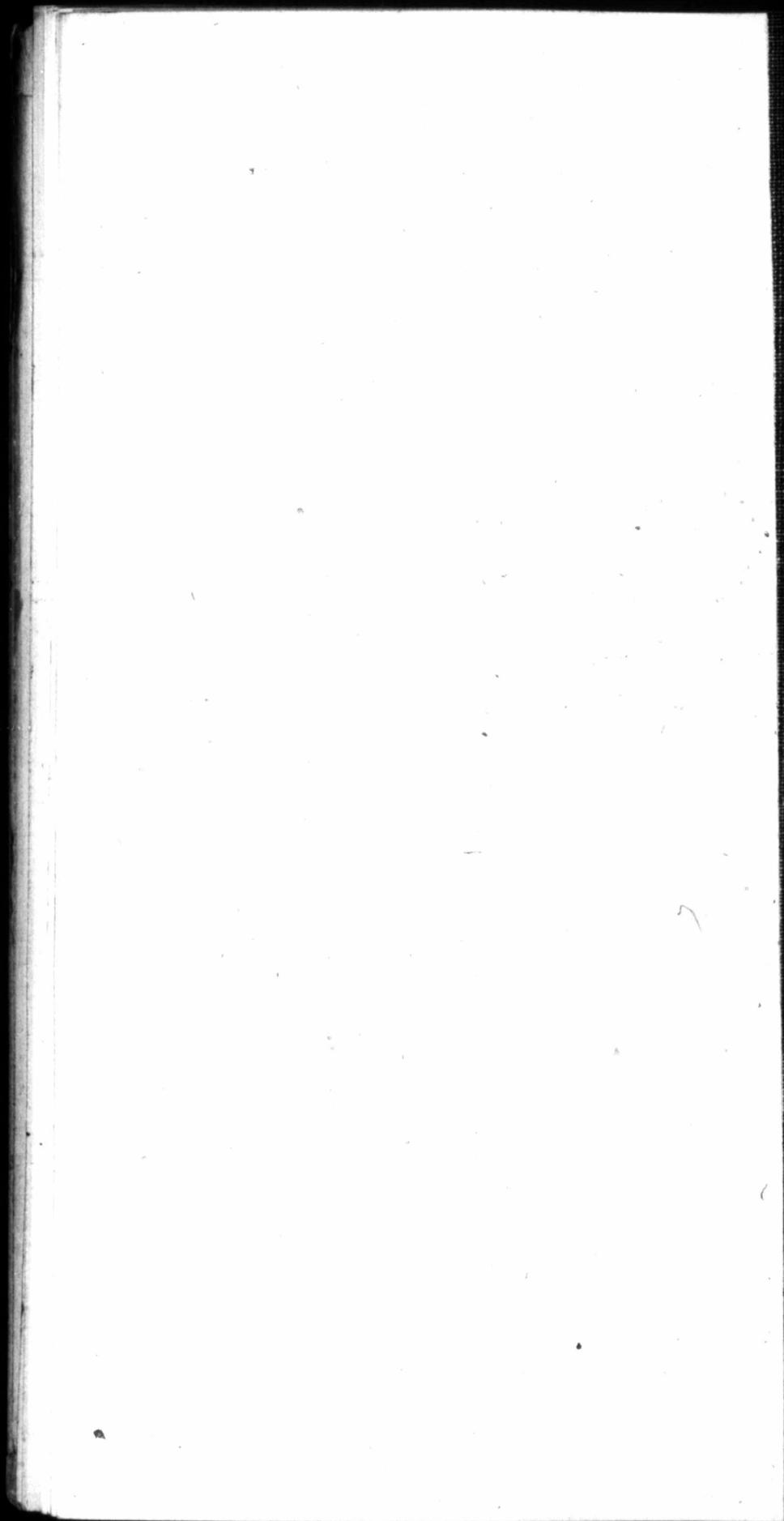
EXPENSE OF SETTLING.

The Government papers say that a settler in going into the woods should have £40 of capital. The government is right, though many a man carves out an independence who carries nothing to the woods but his axe. It is clear that for twelve months a new settler must live on his own resources, for he cannot raise any crops in less time than that; and the first year he seldom does more than raise enough potatoes and flour to supply him, until his second crop comes to hand. In this settlement a man has a better chance than elsewhere, for the Company have works in progress that employ much labour, and he can get a job of work at almost any period of the year. An

inst
aged
year
a li
near
crop
seas
duce
farm
long
com
neces
luxu
men
bulk
ther
petu
each
is di
betw
caus
take
vigor
distu
affair
petty
may
man
or he
aid ;
a har
I
comm
what
whole
collec
that
ventu
my o

instance is before me at this minute, of two young men aged seventeen and twenty-two, who came to Canada five years ago. They hired out for the first year, and saved a little money. They then bought two-hundred acres near Haliburton, and now they have forty acres under crop,—have live stock worth \$500 dols., and will sell this season probably 200 bushels of wheat and other produce in proportion. They are now building a substantial farm house, and last year built a large barn 80 feet long. Any man who is prepared to work hard can become independent here, and have a good farm, the necessaries of life in abundance, and some of the luxuries. Schooling is free, the schools in this settlement being maintained by a local taxation of which the bulk is borne by the Land Company. I find that though there is no political feeling of any kind, there is a perpetual skirmish going on about local affairs throughout each settlement I have passed through. Each settlement is divided into two or three parties, and the contentions between them are none the less acrimonious from the causes being paltry and small. Religious contentions take the lead, and the various sects manifest a most vigorous dislike to each other, in fact this is one of the disturbing influences of all new settlements. Municipal affairs also give rise to numerous local squabbles of the most petty and contemptible character. But however violent may be these animosities, it is pleasing to find that if a man is in a difficulty, if his work gets a head of him, or he is in need of help, then his neighbours come to his aid; a "bee" is called, and all join to lend him a hand.

I think, now, that I have written all that I have to communicate. What I have said must be taken for just what it is worth. All I can say is that I have given the whole of my attention since I have been in Canada to collecting valuable information for my own use. I believe that what I have gathered is correct, and I have not ventured to give anything in the shape of an opinion of my own. If I thought proper to give my opinions, they



would be favourable to an extensive emigration to this country; for I feel assured that it is destined to maintain a vast and thriving population, and that its resources have not yet been even partially developed. I shall be happy to give any other information that my friends may apply for; and those who contemplate emigrating to this particular section of Canada, I strongly recommend to apply to Mr. H. C. Stewart, of 41, Great Percy Street, who is intimately acquainted with Canadian affairs, and who is now engaged in establishing a co-operative system of farming in Canada, with a view to the more speedy and practical settlement of the wild lands. One such farm is now in course of formation near Haliburton, and several settlers have arrived from the old country, all of whom speak in the most favourable manner of the project. As a conclusion to these somewhat disjointed memoranda, I append a copy of Mr. Stewart's prospectus of the Haliburton Co-operative Farm.

The Haliburton Co-operative Farm is situated in the County of Peterborough, in the Canadian Province of Ontario. It is on the shore of Lake Kashagawigamog, (now known as Lake Couchiching) and within half a mile of the rising village of Haliburton. Haliburton has been formed about four years, and possesses Saw and Grist Mills and the Shops that usually mark the commencement of a village in the backwoods.

Each person employed on the Farm will be provided with a separate Cottage furnished with provisions and necessaries at cost prices, receive fair weekly wages for his work, and for the work of those members of his family whose industry is available,—and will be entitled to an equitable share of the yearly profits of the Farm proportionate to the wages he has received.

The following are among the advantages offered to the emigrant. He has at once a destination to proceed to or landing in Canada, and is thereby saved loss of time, expense, anxiety, and uncertainty;—and on arriving at the Farm he is ensured fair wages and constant employment for himself and family,—a comfortable home,—cheap provisions,—Schooling at the lowest cost,—and association with persons having similar objects, and of congenial habits.

Should the emigrant wish, after a time, to purchase land, and commence farming on his own account, the Managers of the Farm will assist him in making his purchase; and should he desire to remain in co-operation with the Farm they will locate him on lands immediately adjoining the property.

Further particulars and references may be obtained of

MR. H. C. STEWART,

41, Great Percy Street, Islington, London, England; or,

MR. O. H. STEWART,

Post Office, Haliburton, Township, Stewart, County Peterborough, Canada West.