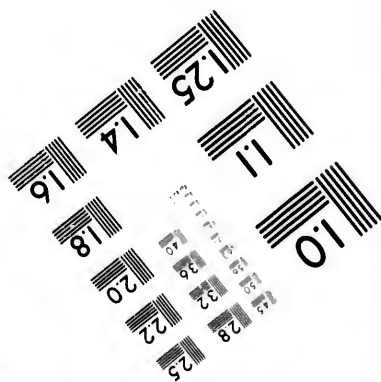
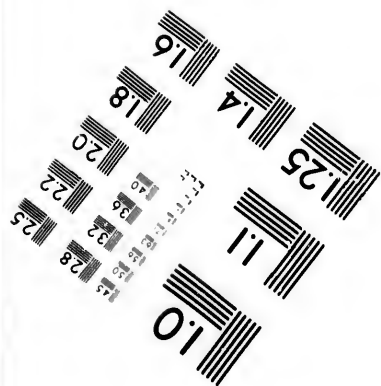
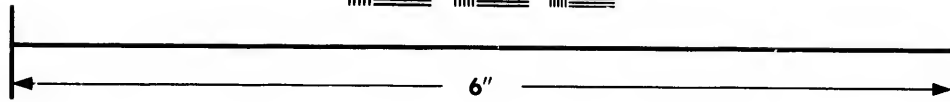
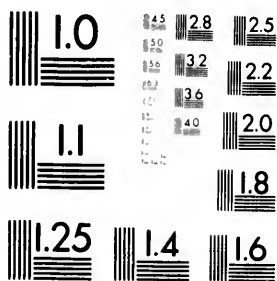


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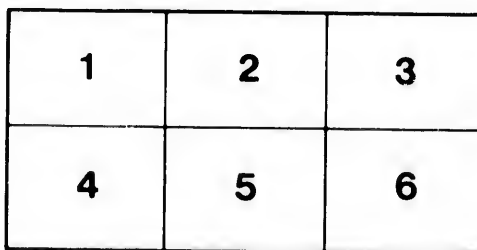
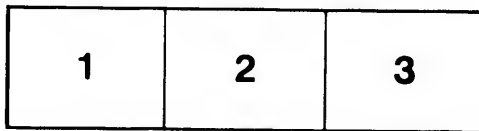
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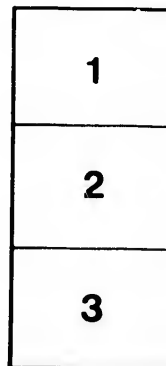
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WHO SHOULD EMIGRATE.

**HOW TO
EMIGRATE.**

EMIGRATION.

**WHERE TO
EMIGRATE.**

BY
JAMES ASPDIN, J.P.

PRICE SIXPENCE.

**SHEFFIELD: JAMES S. GARRARD, QUEEN STREET.
LONDON AND MANCHESTER: JOHN HEYWOOD.
AND ALL BOOKSELLERS.**

1883.

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Preface.

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CONTENTS..

Preface.

Emigration.—Who should Emigrate.

Capacity for roughing it essential—Hard work and self-denial necessary—Failures—Paved with Gold—Professional men out of place in a new country—Stoop to conquer—Moral and Physical stamina essential—Failures from emigrating at random.

How to Emigrate.

Severance of old ties—Breaking up the household—Property most essential in new countries—Packing cases, and shipment of—Emigrant vessels under control of Board of Trade—The fastest vessels not the safest—Lines of vessels and Ports of departure—Touts and crimps—Lodgings—Embarkation—Allowance for Luggage—Steerage passengers—Medical inspection—Food rations—Hints for guidance—Arrival—Debarcation—Cautions to emigrants—"Ticket scalpers, and three-card Monte men"—Emigrants should adapt themselves to the new conditions—Men apt to overrate themselves at first—Educated men as navvies and day labourers—Clerks and shopmen must be prepared to change their work if they wish to succeed—Advisability of becoming a farm pupil—Emigrants should not be too hasty to invest on arrival—Wild lands not the best investment—Mistake in buying too much land—Unpaid mortgages become foreclosed—Advantages of judicious emigration to suitable persons—The Author's personal experience and object in writing.

Where to Emigrate.

Canada.—Nova Scotia, Quebec, Ontario. British Columbia.

South Africa.—Natal, Griqualand West.

Australia.—Western and South. New South Wales. Queensland. New Zealand.

United States.—The Northern States, Southern States, Western States, North-Western States.

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PREFACE.

EMIGRATION.

"Labour is discovered to be the grand conqueror, enriching and building up nations more surely than the proudest battles."

EMIGRATION, as the natural remedy for over population, has of late years become one of the most prominent questions of the day.

No apology need be made therefore for the appearance of this little *brochure*, inasmuch as it is the outcome of practical and dearly bought experience ; and it is with the view of saving others from many avoidable losses and incidental annoyances that the author has been induced to write the following lines.

There are few subjects in which clear-headed and shrewd men make more serious mistakes than in that of emigration. As the typical countryman has a vague idea that London streets are paved with gold, so the emigrant seems to act as if nuggets or diamonds could be gathered like blackberries, in the colony which he intends to settle in.

Now nothing can be more fallacious than these ideas. In the colonies, as elsewhere, prosperity is only attained by downright hard work, self-denial, and plucky endurance. Given those qualities, coupled with moderate shrewdness or common sense, and success is certain. The settler can be well fed, comfortably housed and clothed, and enjoy life somewhat as he goes on ; at the same time he will be free from the incessant turmoil of a hand-to-mouth living, or rather existence, which is the ordinary condition of the working, and even the lower middle classes in the old world. The transition from poverty to prospective independence is only to be attained by incessant industry. Idle and dissolute loafers fare as badly in the colonies as in the old country, perhaps worse, inasmuch as there are no amateur philanthropists. In fact, in all new

countries the axiom that "he who will not work must starve" is believed in implicitly and acted on invariably.

As a matter of fact, so many colonies have been from time to time represented as *El Dorados*, where wealth, together with ease and dignity, are to be had without work, that many have been deceived by the exaggerated statements of Emigration Agents or Land Owners, and come back more soured and disappointed than they were before.

The writer of the following pages, having passed through all the vicissitudes of the sweets, bitters, and successes of a pioneer's life, has experienced the want of a reliable guide and hand-book of information, such as he now offers to the public. The reader may rely upon the accuracy of the statements made. Nothing has been extenuated, or ought set down in malice. Prospective emigrants, when they have read this work, will be forewarned against the difficulties they will have to encounter, and they need not take a leap in the dark or at hap-hazard.

The writer has aimed at terseness rather than literary excellence, and brevity is essential in order to condense the information into the limits of a small pamphlet. There is no lack of voluminous works on emigration, published by Land and Emigration Agents, of the various Foreign and Colonial Governments. It is no part of the writer's object to go over ground that has been traversed by others, but to give such information as may smooth the way to newly arrived settlers in a strange country, and he ventures to hope that his efforts will be appreciated.

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EMIGRATION.

WHO SHOULD EMIGRATE.

Assuming that the future emigrant has determined to break up his life-long associations in the old world and seek his fortunes in the new, the momentous question as to what part of the globe he will settle in has to be determined. A right or wrong decision on this point will probably determine the future success or failure of the emigrant's career, whether he chooses the tide which, taken at the flood, leads on to fortune, or that which is bound in shallows or in miseries. The old country may have been a hard foster-parent, but still it *is* the Mother country; to make a change for the worse is hard indeed: yet such mistakes are continually being made, and most of the colonies have attained an undeserved name from men who, either from their unsuitability, natural unfitness in education, training, or physical powers, ought never to have ventured out to countries where the great *sine qua non* of success consists in the ability of "roughing it," for the first few years at all events. In all the colonies, especially the newer ones, the emigrant must "stoop to conquer." It is the want of that adaptability which is one of the causes of so many failures abroad. Another is the want of judgment displayed in the selection of the land of their adoption.

The world offers a wide choice both in climate and variety, whether of mineral, vegetable, or animal produce. The emigrant, therefore, can migrate to a land where the climate and surroundings are in accordance with the requirements of his health, his previous occupations, and natural fitness. If emigrants would study these questions before going abroad, we should have fewer cases of round men putting themselves into square holes, or *vice versa*. Mineralogists would not seek for wealth in the Coral Islands, or farmers look to raise grain on the Rocky Mountains; and yet we hear of parallel blunders being continually made.

Similarly in the matters of health. There are colonies in various parts of the world where consumption is unknown; and, more than that, where persons suffering from chest diseases rapidly recover, but where, on the other hand, those who require a strong, bracing climate, would certainly be out of place. To mention these facts may seem like repeating platitudes, did we not constantly see the evils which arise from neglect of these first essentials of health, prosperity, and happiness. Our own colonies alone range from the torrid to the frigid zones, so that there is no lack of choice of climate, suited to every disposition and degree of hardihood.

The world is a wide place; there are countries and climates that will suit all conditions of men, and labour enough to suit all classes of workmen, whether they are agricultural, mechanical, or mining. Emigration, like everything else in this world, is not entirely an unmixed blessing. It has drawbacks, and a man who wishes to succeed must make up his mind to a steady course of sheer hard work, untiring industry, a rough life, and a long period of steady self-denial. But in what part of the world can success be obtained without these qualities? On the other hand, given these essen-

tials in the newer countries, success is certain and assured: the refinements of life come in due course, and the emigrant, especially if he "has his quiver full," can rest in the assurance that his family will be well provided for, that he is in a part of the world,

Where children are blessings, and he who has most
Has aid to his fortunes, and riches to boast;

and he will be free in his new home from one constant and ever-present source of anxiety, and that is, the *future* of his progeny.

That many make cruel mistakes in the matter of emigration is a fact patent to all. They deceive themselves as to their own capacity and physical endurance, or else, what amounts to the same thing, they allow themselves to be deceived, by emigration or land agents, into the belief that when they have once crossed the "silver streak," they will be landed in a land flowing with milk and honey, where they can enjoy a *dolce far niente* for the rest of their days, and partake of all the good things of this world, and have but very little, if any, real hard work to do. The fatuity of this class of emigrants would be incredible did we not see parallel instances every day in the old country. Young men doing fairly well in permanent positions in the provinces, throw up their prospects and rush up to London, in the full belief that the streets are paved with gold, and that their talents will at once secure them the highest positions; but they soon find their level, and their utter unfitness for town life. It is true that the greatest successes are only to be attained in the capital cities of all countries, but the competition is fierce and incessant, and taxes the mental and physical resources to the utmost. Many break down in the race for wealth for want of physical stamina. The same rule applies to the Colonies, but not to the same extent. A sound constitution, a clear head, indomitable energy, pluck, and dogged industry are absolutely essential in either case. Given those qualities, however, success—and more than success, a comfortable competence—is assured in the Colonies after a few years industry. The essentials of prosperity, however, are the same, whether at home or abroad. Whilst on this part of the subject, however, I cannot do better than quote the opinion of Mr. Fred Whympster, a well-known writer and authority on the Colonies:—

"Given a certain number of emigrants," says he, "the percentage of those who realise large fortunes will probably not be greater than those in the old country. On the other hand, all who can and will work are assured of a good living, with plenty of eating and drinking, be comfortably clothed, and be able, not only to enjoy life somewhat as they go on, but also to lay by a provision against old age or the proverbial rainy day."

The foregoing extract points out in terse and unmistakable language, on the one hand the evils of emigration to clerks, scholars, and other followers of "genteel callings," and on the other the advantages which it freely offers to those who are able and willing to do a good day's work. Clerks are at a discount in the old country, in a new one they are worse than useless unless they have the *physique* and willingness to adapt themselves to circumstances, to throw down the pen and take up the pick, and learn to labour and to wait. Many scholars, gentlemen, and university graduates have followed this course with advantage, and attained ultimate success. In such cases it is necessary to stoop in order to conquer, and the sooner this fact is recognised by the genteel classes the better.

I have devoted some space to the question as to the type of men who are wanted in the colonies, and I cannot reiterate the fact too strongly, that clerks, scholars, and professional men are out of place. In my experience of several years in Canada and the United States, I have met with scores, amongst whom were well educated men—the sons of clergymen, professional men, merchants, and shopkeepers, &c.,—who, instead of improving

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their condition by emigration, have sunk lower and lower in the social scale, until they have reached the level of loafers and vagabonds; *in nearly every case, the result of going abroad at random.*

Apart, however, from the surroundings having been unsuitable, these social shipwrecks would probably have foundered in any climate. Moral stamina is essential everywhere, but more particularly in new countries where the old social barriers are broken down, the protective distinctions of caste are unknown, and the refinements and elevating influence of books are lost for a time.

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To sum up, weak-kneed, vacillating people are but of little use in the old country—they are worse than useless in the new ones.

The sound mind in the sound body is essential every where, but in no place so much as in the colonies or abroad.

Assuming that our reader has the requisite qualifications in the way of physical and mental stamina, and has, after due consideration, made up his mind to emigrate, it will not be out of place to give some information as to

HOW TO EMIGRATE.

There can be no doubt that no matter how rough and hard a man's lot may have been in the old country, it causes a great heart-wrench to leave it for new and untried prospects. The Teuton still hankers after "Faderland" and the Briton after "Merrie" England. One country may have been a hard "Father," and the other far from "Merrie," but it has been the birth-place, and is associated with tender feelings of family ties. These feelings are powerful with men, still more so with women; and the married man is frequently tempted to forego his resolutions through the tears and persuasions of the wife and "childer," and may be the parents. Still, these feelings must be overcome by the man who determines to win fortune; and, painful as the severance of family ties and friendships is, it must, like other evils, be endured. The soul of goodness in things evil, and the converse, is common to all human things and institutions. Then comes the breaking up of the *Lares, Penates*, household treasures, furniture, the long and dreary ocean journey, towards the unknown future. Still if these difficulties, like all others, are faced boldly, they will quickly disappear.

The breaking up of the household furniture is perhaps the first and greatest wrench, yet it must be done and done quickly, and it is better to have no half measures. Furniture is a great encumbrance, freight is heavy, it is readily injured, and probably costs as much to transport the old as it would to purchase new in the settlement. In short, the emigrant should avoid taking anything that can possibly be done without, for if he should exceed the limit allowed for freight—either by ship or rail, the extra charges will often cost more than the goods are worth, to say nothing of the trouble which they entail in transit.

The best property to carry is the very portable one of a little ready money for contingencies, and as many banker's drafts as can be obtained. The latter are always safe, and produce a profit in the way of exchange; whereas an excess of bullion is not only a source of risk in itself, but a constant source of temptation to the owner, as well as to his poorer, or more unscrupulous fellow-passengers.

On the first voyage, I would advise taking as little outfit and as much money as possible. Even though the emigrant may eventually pay more for his necessities, he will save freight, trouble, and the risk of landing in a new country with insufficient money. When once steady employment has been secured, there will be but little difficulty in procuring such goods as are specially suited to his peculiar requirements and that of the settlement he has selected. Of course these remarks apply only to new emigrants.

When men know the exact requirements of a country, and the places to supply those wants, of course they can do well by converting their cash into profitable merchandise; but in proceeding for the first time to an unknown country, it will be found that the general rule the less the luggage and the more money the better. Skilled artisans and workmen should in all cases take their tools, books, and appliances in connection with their trades and callings.

A good supply of clothing, china, cutlery, brushes, combs, and sponges can be taken with advantage, as also a good gun, two or three strong pocket knives, and a compass. Revolvers and bowie knives are not much wanted, though they are often affected by young emigrants.

Even when the luggage has been reduced to the minimum, it will be found to fill a number of cases. These cases should be well made, somewhat like seamen's chests, of about 5 cubic feet capacity. 2ft. 6in. by 1ft. 6in. is a convenient size. The chests should have rope handles, and be readily handled by two people, as they have to be exposed to rough usage. Strength is an important element. Bedding should be secured in canvass bags. Articles wanted during the passage should be packed in a hand-bag, or portmanteau. The other luggage should be labelled carefully.

Attention to all these details, trifling as they may seem, will in the end save much time, trouble, and annoyance.

It is a very common thing for persons intending to emigrate to run about making many unnecessary inquiries as to different lines of steamers, sailing vessels, or individual ships. Of course, this is to be expected when they are about to take a sea voyage to a strange country, probably for the first time in their lives. All ships which carry passengers from any port in Great Britain are duly authorised to do so by, and are under the inspection of, the officers of the Board of Trade. They differ considerably in size, speed, internal arrangements, and finish, but they are all staunch, seaworthy, and safe, under good officers; and as the different owners exercise great care in the selection of efficient and trustworthy commanders for their ships, none but capable men have charge of them. Very many people, when about to take their passage, think they ought to select the fastest vessels, overlooking the fact that those making the voyage in the shortest time are not always the safest. They may have the reputation of making very quick passages, it is true, but the public do not know the many risks that are often run to accomplish this. Some of these racing vessels are at times run at a greater speed than would be thought safe by the majority of careful commanders; but the captain wishes to maintain the reputation of his line or ship for speed, and, therefore, crowds on steam or sail, or both, very often, when it would be safer to run at half-speed. The fault, however, is probably caused more by the travelling public than the owners of vessels by whom these rapid passages are maintained, for so long as people crave to be carried over the ocean at lightning speed, captains will be found who will continue to run the increased risks which such high rates of speed must always entail. It will be wise for those who emigrate to consider these matters when they are about to make a selection. Passenger steamships and sailing vessels are despatched from Liverpool, London, Southampton, Plymouth, Bristol, Newcastle-on-Tyne, Glasgow, Queenstown, Londonderry, Belfast, and other ports in the United Kingdom.

Having decided from what port and by what line he will sail, the emigrant should ensure his passage by securing a berth two or three weeks, or in some cases even more, before the advertised date of sailing. He should, when possible, endeavour to arrange for pleasant companionship during the voyage with persons whose acquaintance he may acquire, previous to sailing. This can generally be done when arrangements for the passage are made early, and it conduces much to the comfort of the emigrant to be associated on board

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with those in whom he may rely as persons of known respectability and good character, and between whom mutual confidence exists. Introductions of this kind can generally be made by the agent through whom the emigrant negotiates for his passage, and who, if he understands his business, will always endeavour to associate congenial spirits, and thus not only contribute much to the pleasures of the voyage, but bring credit to his own agency, and increased business to the company which he represents.

As a rule, the shipping companies require that emigrants shall be at the port of embarkation the day previous to the one on which the ship is advertised to sail, when the balance of their passage money is to be paid, and the final arrangements for their departure completed. The emigrant's luggage must be all plainly addressed, giving his name and destination, with the name of the ship in which he is to sail. On arrival at the seaport, passengers should leave their packages at the left-luggage office at the station when they leave the train, taking a receipt for it, and proceed without delay to the chief office of the shipping company, where they will receive full instructions for their guidance as to the time of embarkation, &c.

All seaport towns are more or less infested by hordes of loose characters, made up in a great measure of touts or crimps, who are ever on the alert to entrap the unwary. To guard against this class of persons, the emigrant must avoid being duped by refusing to accompany strange persons under any pretence whatever, however plausible their story. In the majority of cases the emigrant is a perfect stranger in the place to which he proceeds to embark, hence it will be necessary for him to use the utmost caution with regard to the selection of the lodgings he is to occupy during the night previous to sailing, for although there are many clean, comfortable, and well-ordered hotels and boarding-houses, there are very many which possess none of these qualities. Generally the agent who issues the passenger's ticket will furnish him with the address of some reliable house at which to stay, but when he omits to do so, the shipping company will direct him to comfortable quarters.

Having received definite instructions as to the time he must be on board the following day, the emigrant should repair to his lodgings, take his meals regularly, avoid intemperate eating and drinking, and retire to rest early, to ensure a good night's rest, so that he may be prepared to rise betimes in the morning.

At an early hour the emigrant must be astir and proceed to have his luggage removed to the dock, wharf, or landing-stage, from whence it can be readily put on board. He will find others similarly engaged, and, as the morning wears on, carts, drays, cabs, and other vehicles will arrive and deposit their loads, which in turn will be removed to the ship. As the time for passengers to be on board arrives, the bustle and throng increase, for there are always some persons who arrive just at the last moment to add to the hurry and confusion, and the emigrant is glad to escape the turmoil on shore for that of the ship, which, both on deck and below, presents a scene of great activity.

The quantity of luggage allowed each passenger by the trans-Atlantic steamers is, for cabin passengers 20 cubic feet, and for intermediate and steerage passengers 10 cubic feet. Persons taking more than this allowance will be chargeable for excess at the rate of 1s. per cubic foot. On the Cape steamers, 20 cubic feet is allowed to all classes, and 2s. per cubic foot is charged for excess. On Australian steamers, 1st class passengers are allowed 40 cubic feet; 2nd class, 20 cubic feet; and 3rd class, 15 cubic feet; while the excess rate is 5s. per cubic foot. On Australian sailing vessels, 1st class passengers are allowed 40 cubic feet; 2nd class, 30 cubic feet; 3rd class, 20 cubic feet, with an excess rate of 1s. per cubic foot. On New Zealand sailing vessels, 1st class passengers are allowed 40 cubic feet; 2nd class 20 cubic feet; and 3rd class, 10 cubic feet; with an excess rate of 1s. per cubic foot.

Emigrants are entitled to take with them, free of duty, wearing apparel in actual use, and other personal effects; but merchandise will be liable to Customs dues at the port of landing; in most cases, therefore, the emigrant must govern himself accordingly. The heavy luggage of passengers by trans-Atlantic steamers is generally placed in the ship's hold at the port of embarkation, and not taken up until it arrives at the port to which it is bound, though in some cases the luggage of cabin passengers is stored away in more accessible places, where it may be reached during the voyage. On the Cape, Australian, or New Zealand ships, passengers are usually allowed access to their luggage once or more during the voyage.

Steerage passengers on the trans-Atlantic steamers are required to provide themselves with bedding, mess utensils, etc., for use during the voyage. These should consist of pillow, mattress, pannikin to hold $1\frac{1}{2}$ pints, plate, knife, fork, and spoon. The cost of these articles will not exceed 4s. or 5s. at the port of embarkation. The passenger should also be provided with bed covering, a rug or blanket is sufficient. It must be borne in mind that should the passengers take these articles from home with them, they must take them out of their boxes before going on board, as there will be no chance of obtaining them after the luggage has been placed in the ship's hold. Intermediate and cabin passengers are provided with all necessary bedding and other articles for use during the voyage.

On vessels making longer voyages, the necessary articles for use at sea are either provided free or at fixed charges by the agents of the different colonial governments appointed to superintend the embarkation to the several colonies for free and assisted passengers; full paying emigrants and second-class passengers are required to provide their own outfit, while first-class passengers are provided with all requisites by the shipping companies. In steamers second-class passengers are also thus provided by shippers on long voyages; also boxes, marked "Wanted on the voyage," come up out of the hold at intervals of 21 or 28 days.

Once on board, the emigrant must without delay proceed to make himself at home as far as the circumstances of the situation will allow. The steerage passenger will find some situations "below" more desirable than others; therefore it will be to his advantage to get located early. If possible he should select an upper berth as near amidships as possible, where both light and ventilation are good. Married couples with their children are berthed together, and single women are classed together by themselves.

After the emigrants are all on board, they are ordered "aft," and, passed in single file before a medical officer appointed for that purpose, a formal inspection takes place, in order to ascertain that there are none amongst them who are not in a healthy state, or who are incapable of undertaking the voyage; friends say "Good-bye!" the last tender steams off, and the ship is soon under weigh. The emigrant lingers on deck, gazing longingly and lovingly at his native land as it fast disappears from his view, until at last he sees nothing around him but the broad expanse of waters. He now realises that he is leaving behind him, it may be for ever, the home of his youth and the resting-place of his ancestors; and when the sun sinks deep in the western horizon he may still, oblivious of all that is passing around him, be absorbed in deep and sorrowful thought. Scenes of the happy and cloudless days of childhood crowd before him, revered memories chase through his troubled mind, and his heart throbs as though it would break. He is naturally downcast for the time; but the stout-hearted emigrant consoles himself with the thought that the step he has taken will lead him to the enjoyment of even happier days than those he has spent in the past, and at last he retires "below."

Tea or supper is probably the first meal partaken of on board by the steerage passenger. It usually consists of tea, sugar, biscuits, and butter, and is

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served out at six o'clock, oatmeal porridge or gruel being supplied two hours later, when required. Breakfast consists of coffee, milk, sugar, bread and butter, biscuit, oatmeal porridge and treacle, or Irish stew. This meal is served at eight o'clock. Dinner, at one o'clock, consists of soup and fresh beef or pork, with bread and potatoes, or fish and potatoes, according to the day of the week, and on Sunday pudding is added.

Taken as a whole, the steerage fare is substantial and wholesome, and on most ships there is very little to complain of either as regards quality or quantity; but there are always thin-skinned or fastidious persons even amongst steerage passengers, and these may be heard to grumble sometimes when there is really no cause for them to do so. If the emigrant cannot subsist on steerage fare, and has not the means to travel as a higher grade of passenger, he ought never to emigrate, as he is certainly not the kind of person required in new countries, who should be those only who are not easily stuck with trifles. Intermediate or second-class passengers fare somewhat better than those in the steerage. They have good, plain, substantial meals, with dinners from the joint, and are provided by the ship with all necessary bedding, etc., though they have no separate promenade on deck, which is in common with those of the steerage. Cabin passengers have a more liberal table. They live much the same, or even have greater variety, than do guests at first-class hotels. Their sleeping accommodation is well appointed, and baths are provided. The saloon where their meals are served up is tastefully and even luxuriantly furnished and decorated, while on most of the large steamers music saloons and smoke-rooms are provided. A separate promenade is reserved for the use of cabin passengers only, this being situated "aft," and on the hurricane deck.

For the first few hours on board, some of the passengers will try to be merry, while others will not disguise that they are sad at heart, and still brooding over what they have left behind. This state of things will exist until the ship is fairly out to sea.

In a short time she will have passed from the comparatively smooth waters of the Channel into the heaving bosom of the mighty ocean. Most of the passengers will now begin to exhibit symptoms of the well-known and much-treasured, though harmless, malady known as sea-sickness. Both those who have been merry and those who have been sad will be seen devoting a good deal of their time to looking over the ship's side and "feeding the fishes." They will be pulling wry faces, and looking the picture of misery. Some, however, will feel very sickly, but still be unable to vomit, and these, probably, will fare the worst, as they may have the unpleasant company of a sick headache the whole of the voyage, while those who have been able to clear their stomachs will generally be free from in a day or two, and feel all the better for the attack. Sea-sickness is, without doubt, produced by the heaving motion of the ship as it rises and falls upon the waves; and although it attacks most people when on their first ocean voyage, a few persons escape the malady altogether.

Perhaps there is no effective treatment for it, though many remedies have been tried; yet, by adopting certain precautionary measures, the symptoms may be checked or warded off to a considerable extent. The irregular way in which so many emigrants live during the day or two before embarking, and the excitement attending their departure, perhaps has much to do with the severity of the attacks; and if they indulged less, both in the matters of eating and drinking, their stomachs would be the better prepared to withstand the strain to which they are subjected during a severe attack of sea-sickness.

As precautionary measures, tie a handkerchief or towel tightly round the body over the stomach, and take some effervescing drink, such as ginger ale.

Remain on deck as much as possible, and when you go "below," remain, whenever possible, in a recumbent position, never rising without first eating something, if it be but a dry biscuit, and never allow the stomach to become empty. The following mixture taken three times a-day, after meals, is said to be one of the best antidotes for sea sickness:—Hydrocyanic acid, 12 drops; acetate of morphine, 1 grain; carbonate of soda, 1 drachm; water, 6 ounces. In the steerage, the atmosphere will be rendered somewhat offensive through the sickness of some of the passengers; therefore, when able to do so, it is advisable to keep on deck. During the time the stomach is upset, the emigrant will most probably have little appetite for the ordinary meals served out in the steerage, therefore he will do well to be provided with some little delicacies before going on board. Cheese, ham (cooked), pickles, preserves, &c., will be appreciated by him at this time, and they will form an acceptable addition to the bill of fare. Cabin and intermediate passengers will not find it necessary to be thus provided beforehand. If a passenger goes on board suffering under a bilious attack, he must expect to suffer severely; as a preventive measure it is better to get into condition beforehand. Voyages of long duration are not taken at a short notice, and there is generally sufficient time to undergo a course of medicine before embarking. Sea sickness over, the voyage becomes a season of enjoyment and pleasure to all those who enjoy good health, are not habitually dissatisfied with their lot, and who have made up their minds to make the best of things.

All passengers are advised to read the regulations framed for their guidance, which will be found posted up in various parts of the steerage, and to strictly adhere to them. Scrupulous cleanliness in person should be observed, not only for the passenger's own comfort, but for the comfort of his fellow-passengers. Generally the stewards and stewardesses will be found to be obliging and willing to do their best to satisfy all; but their life is not an easy one, their time being fully occupied with the duties of their post, which at the best is a trying one. Do not find fault unnecessarily, and do not report fancied grievances; but should any incivility or neglect on their part occur, a report to the chief steward will be sufficient to set matters right.

Owing to the close and continuous contact with fellow-passengers, acquaintances and attachments quickly ripen into friendships in as many days as it would take years to accomplish on land. The least sociable persons may enjoy a sea voyage, which is generally beneficial to health; and acquaintances formed for the first time during an ocean passage are often broken up with feelings of heartfelt and sincere regret. Many fellow-passengers part never to see each other again, while others form friendships on board ship which endure to their life's end.

The foregoing advice may to some appear trivial and out of place. This is not so, however. The constant irritation that arises from a series of small annoyances during a long voyage becomes a grave source of discomfort, if not of positive illness, which is aggravated by the knowledge that it might have been avoided by the exercise of a little forethought. In one case the emigrant will land in good health and spirits, and look back upon a pleasant voyage. In the other he will find himself on arrival shattered, somewhat irritated from a constant succession of petty annoyances, and he will look back upon the voyage with feelings of disgust. Ship's passengers and crew are for the time being a family party; it is doubly incumbent upon each member of the family to make him or herself agreeable in studying the comfort and feelings of others, in order to ensure a pleasant and prosperous voyage.

When most of the passengers have shaken off their attacks of sea sickness, affairs on board will wear a more pleasant aspect, and those who can will enjoy themselves after their own peculiar fashion. Some will employ their

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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

trains, or at refreshment rooms *en route*, which may be more suited to their tastes. Sleeping accommodation is also provided in Pullman cars attached to trains running during the night.

The emigrant will now be fairly launched in his new career, and everything around him will be different from what he has been accustomed to in Great Britain, if the language be excepted. The country will offer many advantages; but it will also present disadvantages and drawbacks from which no new country is free, and for which the emigrant should always be prepared.

Money is undoubtedly a good companion for the emigrant to have with him, though a fair amount of common sense is, perhaps, a more valuable commodity, and one which he is not so apt to lose. A plain, well-grounded knowledge of everyday matters, and especially some knowledge of the country to which he is going, are very essential. The better informed the emigrant is, the less likely will he be to fall into the numerous errors which new arrivals are prone to commit. He must not fancy that he has merely changed his place, and not his country, and strive to follow too slavishly the customs to which he has been habituated, or take an outfit with him to serve for years. If he does this he will be merely throwing obstacles in his own way, and protracting and rendering more difficult and disagreeable his perfect naturalisation in the country he has chosen for his home. All his work, and all the materials for his work, are to be found in that new country, and all that is wanted of him is capability, as little clogged by old recollections as possible. The quicker the emigrant adapts himself to the manners and customs of the country in which he settles, the sooner he will make both money and friends.

The long period of unrest which has been passed through during the previous days of the sea voyage and journey inland, unfit the emigrant for active employment for a few days after his arrival at his journey's end: therefore it is advisable that he should not enter at once upon manual labour. Two or three days', or even a week's rest, will be beneficial; and however eager he may be to commence labour in his new sphere, he will undoubtedly be much better for a short period of relaxation before rushing into the thick of the work.

A very common error amongst emigrants, when about to engage in employment in a new country, is to ask of employers much higher wages than raw emigrants are capable of earning. This they do in spite of their ignorance of the ways of working and the customs of the country to which they have now come. Many who procure work on arrival, of the kind they have been accustomed to at home, are capable of earning the best wages: but this remark principally applies to good mechanics, who, during a long apprenticeship to their own particular trade here, have gained such a thorough knowledge of it that they find few equals in new countries, where long apprenticeships are the exception rather than the rule. He who gets such employment feels but slightly the change from the old country to the new. Large numbers of one kind of mechanics, however, are not in demand in new countries; therefore no mechanic should emigrate on chance unless he is prepared to take in hand other kinds of work than that to which he has been accustomed, until such times as work of a kind more to his tastes presents itself. The emigrant who asks and obtains higher wages than he is able to earn soon comes to grief. Employers in new countries are mostly composed of practical men who have themselves, in days past, creditably filled the places of workmen; therefore they cannot long be deceived as to the abilities of those they employ, and soon rid themselves of incompetent hands and loafers.

The best plan for the inexperienced emigrant who wishes to get along is to be somewhat modest in his demands until he sees how he can fulfil the duties of the post assigned to him, be prepared to accept a moderate rate of pay to

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commence with, and not till he has had some practical assurance that he is worth more, demand it. He will then feel under no obligation to his employer, will gradually gain confidence, and slowly, it may be, but surely, he will rise in the estimation of his employer and associates.

All emigrants dependent upon their daily work for a living should not shrink from engaging in any honest labour abroad, whatever they may have been engaged in at home. They should always bear in mind that they may do this in new countries without losing caste, though such a thing would hardly be practicable in the country they have left, where every one is expected, in the ordinary way of things, to run in the same groove in which they started until the end of their days. Many a man who, as a newly-arrived emigrant, has had to fight his own way amongst strangers, has done so with credit to himself, and though the battle may have been a hard one, the reward came at last.

Agricultural and other labourers with only a scanty education have but one way to rise, that is simply by honest toil,—if they look for wealth; from any other source they are most likely to meet only with disappointment. They must sow before they can expect to reap. They must, by steady persevering industry, accumulate those means which will bring them independence as the result of their own endeavours; they will then know how to value and enjoy in comfort that property which has gradually come into their possession. Such men have nothing to fear, for they may in all new countries, after a few years of persevering endeavours, attain a competency and retire from their labours upon the provision they may thus make for old age, whereas, had they remained in this country, they could have looked forward to no such happy termination to a life of industry. Therefore, they who have been brought up to manual labour cannot lose by emigrating, but have all to gain by such a course, for they are soon able to do all that is required of them in the shape of work abroad. Not so, however, with those of what is called the middle class in this country, who emigrate with the idea of gaining a living by daily labour amongst strangers, though they may think there will be no difficulty in their way in doing this. They will generally find that they have vastly deceived themselves, unless they go prepared to rough it in a style they never dreamt of doing at home. Persons of this class have, in most cases, been brought up in a good position and have received a fair education, a qualification which in many instances causes them to overrate their own abilities as emigrants. Hundreds of such persons have emigrated and returned to their native land disappointed, because they found they would have to work hard and long before they could make a position for themselves abroad, having been foolish enough to go out with the idea that less exertion would be necessary to accomplish this there than in this country. To cover up their own faults and to attempt to account for their own speedy return, such individuals circulate damaging reports respecting the country to which they went with such erroneous ideas and upon which they conferred a favour when they turned their backs upon it. When a young man of good character and education emigrates haphazard or at random he goes amongst entire strangers to him and to whom he is the same. He commences work probably as one of them in a gang of navvies, wood cutters, or other ordinary labourers, who in every respect consider themselves his equal. Here he works away day after day, or month after month, with little prospect of bettering his position, and in many cases learns to spend his hard earned wages, as many of his companions do, in drinking and gambling. Persons in other stations of life, residing in the vicinity, if they ever become aware of his qualifications as a scholar, are apt to look upon him with some degree of suspicion, for it is not easy for them, who are not probably aware of the state of the labour market in this country at the present time, to understand how it is possible that any man of good character and education would be obliged to resort to the lower

classes of labour in order to gain a livelihood, and in such a position choose men of doubtful antecedents for his associates, hence they regard him with some suspicion, and some even may be cruel enough to hint that he may have "left his country for his country's good." To a respectable man a position of this kind is not an enviable one, still it is one in which hundreds of men in the Colonies and America are now placed through their own folly in emigrating at random, without knowing previous to starting from home where they were going to or how they were going to be employed. In my time I have seen scores of such men, sons of professional men and respectable tradespeople, who have been well brought up here, working as ordinary labourers, a position which they filled with some difficulty, yet above which they were never able to rise. Many of these, instead of accumulating money, had wasted what they had taken out with them, and were continually entreating their relatives in this country, who had no idea of the menial position they were occupying, to send them more, which in many cases they did, thus enabling the recipient to shirk his employment for a while, and, as long as the money lasted, to spend his time in drinking and idleness.

If young men, who have been employed in this country in the capacity of clerks, shopmen, or other similar occupations, are to emigrate successfully, they must not do so on chance, as they are the very worst class of men to be thrown on their own resources in a new country, not only because they have been previously unaccustomed to manual labour, but because they in most cases so vastly overrate their own abilities.

Persons of this class, being those with which this country is so much overstocked at the present time, cannot expect, even at the best, to gain more than a bare living in the old country, therefore any openings for them elsewhere should be welcome, providing that a means of transplanting them safely can be secured.

If they entertain emigration in its proper light, it certainly offers them chances for which they may wait here in vain, but they must be prepared to make up their minds to change for awhile the unprofitable mode of life to which they have been used, and lead one that is totally different in every respect.

Sensible men will see that such a course is the only one left open for them when they find their occupation here is gone, particularly when they consider that the person who gets along the best in the Colonies and America, is the man who, while he has an educated brain, is also able and willing to labour with his hands. The class who make the best settlers are those who, having received a good manly education in this country, do not disdain to work, and are quite prepared for the first year or two to work as a farm hand. Then having learned thoroughly the business of farming, such a man might, in the course of five years, save enough money to purchase and manage a farm of his own. Such a man is no failure, and it is no doubt that this is the future to which very many of the rising generation of this country are destined. They must, however, begin well; they must not go out expecting to get employment as clerks or shopmen, but they must go out to situations on farms, and remain there until they have gained an experience of the country, and then if they have capital they will know how to employ it profitably. Farming being at the root of every other branch of industry in new countries, a young man cannot possibly commence life there under more favourable conditions than in working on a farm, under a reliable and trustworthy man in that capacity, for he will gain experience while being fully employed, and receiving board, lodging, and probably some remuneration for his services. Men who have been farmers in Great Britain, and capitalists going out with means, should not be too hasty in the investment of their capital on arrival in a new country. The former will always find it better to purchase an improved farm in preference to taking in hand wild lands; while

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the latter would do well to spend some little time in the country as a boarder, before launching out into any enterprise of which he has no practical knowledge.

One very fatal error, so common amongst emigrants, is that of persons both with and without capital settling upon unbroken lands.

In this country many a man can never hope to own land of his own, and it is most probably the strong desire to possess broad acres that in a very great measure influences a man to emigrate to those countries where he sees every prospect of soon becoming his own landlord; but in his anxiety to secure the much coveted prize, he very often makes a blunder which causes much unnecessary labour, and in many cases years of hardships and privations which by a little foresight would have been avoided altogether. No emigrant should settle upon wild lands until he has spent some time in the country, and learnt in older settled localities the best modes of reclamation. This they may do while being boarded and lodged and paid by others, whereas if they go at once and settle upon wild lands, they have to gain this experience at their own cost, and generally it is thus acquired very slowly indeed; for it often happens that the emigrant-settler has for his nearest neighbour other "greenhorns," from whom he can learn nothing that will assist him in getting his land under cultivation, and when a few such people are located together the settlement makes very little headway, and slow progress is the order of the day.

Natives, or those who have become thoroughly naturalised, make the best settlers for wild lands, for they know how to go about the work to the best advantage, and do not waste their energy in striving to do things the wrong way, as emigrant-settlers generally do.

If a newly-arrived emigrant has the means, and is determined to buy land, let him purchase that which is partially improved in preference to going farther back to reclaim that which is entirely in its primitive state. If he has no means to buy, let him rest contented until he has accumulated sufficient means to purchase in a settled locality, and avoid, in the meantime, the drawbacks he would incur by dragging his wife and family into the trackless wilds, where none of the conveniences, and very few of the necessities of civilized life are to be obtained. It may be argued that by taking up wild land, while it is in the market, a man may secure what in a few years will become a very valuable property, and the idea of doing this may weigh a good deal with some people; but it must be remembered that a raw emigrant is not a competent person to select land which has never produced anything but timber and grass. He will often, in his ignorance, select a plot such as no practical man would look at. My experience is that there are always plenty of partially improved lands, which can be bought at prices such as no emigrant could make the improvements on them for; therefore, if he could only think so, he would be much the gainer by purchasing such land, in preference to exposing himself and his family to the hardships and privations which all pioneer settlers have to encounter for a season, when they settle upon wild lands.

Then again, the emigrant should not grasp at too much land, or he may have cause to regret it afterwards. Opportunities to buy on what may seem liberal terms on credit often induce inexperienced men to purchase more land than they are capable of working. This will often be bought "on time," the purchaser giving a mortgage for the unpaid balance.

In many cases he has great difficulty in making the necessary payments to hold it, and this tax upon him is a great burthen in consequence. Such a man has little pleasure in life, and his efforts to farm are crippled, when he becomes, as it is called in America, "land poor," and he very often loses

all through the foreclosure of the mortgagee, and that after having expended all his capital and years of labour upon it.

Many men in new countries have had an experience of this kind, which, it is needless to add, is neither a pleasant nor a profitable one. The better plan is to purchase a small plot and pay cash for it. Then the purchaser has the satisfaction of knowing that he is "out of debt and danger," and that he has no more land than he can work well, with profit and pleasure to himself and those around him.

I have not written in the interests of any particular country or colony. My aim has not been to extol one to the detriment of the rest. None of them offer inducements to the idle or the dissipated, but to the industrious and persevering all of them, with their millions of acres of unoccupied lands, offer such inducements as Europe does not possess.

To those who are well off here, emigration offers but little temptation generally, and to such persons I would say, stay where you are and let well alone. There are plenty of needy persons who cannot get on in this country, no matter how they try. To such people I would say, look for a home beyond the seas.

I have never had a desire to push emigration unduly; my aim has ever been to guide and direct it, and to make it less risky than it has been in the past through the random manner in which so many persons have emigrated.

To parents who are blessed with large families, and who have not themselves the means to place their sons and daughters in independent positions in this country, I would say, if your children show a desire to emigrate do not discourage such ideas, but rather be proud to think that they have the sagacity to see that there is not room for them here, and are looking towards "fresh fields and pastures new," where their labours will meet with a more liberal reward. I know that many parents think as they have always been able to get a living in this country their children may do the same, and this argument will be advanced when the subject of leaving home is brought up; but parents should, and many do, know that increased population necessitates increased competition and decreasing work in every profession or trade, so that the chances of openings here for the rising generation are daily becoming more difficult to find. Some years ago, when the writer, as the eldest in a family of six sons, left England to fight his own way in the new world, many arguments and even entreaties were used to persuade him to remain here, but in vain. Years rolled by, others of the family followed across the Atlantic, until four out of the six were located there, none of whom regretted having taken that step, for there they have acquired positions which were denied to them here; and those whose fond entreaties had failed to induce them to remain in the old land, lived to see the benefits of and to approve of that emigration which at the time they had thought they were but doing their duty to discountenance.

I have, in the course of these remarks, avoided painting those rosy descriptions which most emigration pamphlets contain, simply from a desire to show the intending emigrant a little of the dark side of the picture, when pointing out the shoals and quicksands upon which the emigrant's bark has so often been wrecked, and which have too often been hidden from his view.

I have drawn no illusionary picture. What I have stated is not simply the hastily-formed opinions and ideas of a traveller, tourist, or adventurer, but is based on my own hard-earned and dearly-bought experience, extending over several years, and may therefore be relied upon as authentic, notwithstanding what interested persons may have written to the contrary.

My chief desire has been to prepare the emigrant for the worst, and should he find his new life less rough or unpleasant than he had anticipated through reading these lines, he will certainly have less cause to censure me than he

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would if the reverse had been the case. In the foregoing I have extenuated nothing nor aught set down in malice.

Many other directions might be given, and probably some much more applicable to particular cases than those which are contained in the preceding pages, but in a short abstract only those which are of the most general character can be stated, and no instruction from others can supply the place of that *close personal observation* and experience which is the grand security for success.

Having duly cautioned the intending emigrant, and given plain rules for his guidance, I cannot do better than give a glance at the various British and American Colonies, with a few reliable details of each. There is variety of climate, produce, and occupation in these districts to suit all sorts and conditions of men; whilst of late years both time and distance have become partially annihilated, and emigration does not necessarily mean expatriation at the present day.

CANADA.

DESCRIPTION.—The Dominion of Canada is bounded on the south by the United States of America, and extends from the Atlantic to the Pacific Ocean. Its area is 3,470,392 square miles, and its most southern point reaches the 42nd parallel of latitude. The capital of the Dominion and seat of government is Ottawa. The country is divided into eight provinces, the names of which are given below:—1, Nova Scotia, containing 20,907 square miles; 2, New Brunswick, 27,174; 3, Prince Edward Island, 2,133; 4, Quebec, 188,688; 5, Ontario, 101,733; 6, Manitoba, 123,200; 7, North-West Territories, 2,665,252; 8, British Columbia, 341,305 square miles.

POPULATION.—According to the census taken in 1881 the population of the Dominion at that time numbered 4,324,810. Of these Nova Scotia contained 440,572; New Brunswick, 321,233; Prince Edward Island, 108,891; Quebec, 1,359,027; Ontario, 1,923,228; Manitoba, 65,954; North-West Territories, 56,446; British Columbia, 49,459. The nationalities of the population are returned as follows:—891,248 English and Welsh, 957,408 Irish, 699,863 Scotch, 1,298,929 French, 254,319 German. The balance is made up of Dutch, Scandinavians, Italians, &c.

GOVERNMENT.—The government of the country is administered by a representative of Her Majesty, whose official title is Governor-General. The tenure of the office is six years, and the expenses are borne by the Dominion. The Federal Parliament includes a Senate and a House of Commons. The members of the Senate are elected for life, but they can resign at any time. The House of Commons is composed of representatives from every part of Canada. The government is conducted on the English basis of the responsibility of the Ministers to Parliament, which is elected for a term of five years. The government of the Provinces is carried on by Lieutenant-Governors, appointed by the Governor-General in Council, and local legislatures, which deal with civil rights and property, the administration of justice, and local matters, such as education, control of lands and municipal institutions, prisons, asylums, &c. The Provinces are further sub-divided into counties and townships, with local boards and councils for regulating taxation for roads, schools, and municipal purposes. The franchise is practically extended to every householder.

The criminal and civil laws of Canada are based on those of Great Britain, but are more simple and less expensive.

The law of primogeniture has been abolished, lands descending to all

children, male and female, in equal shares. Married women hold property free from the debts and control of the husband. Trial by jury in civil cases is optional; the jury is dispensed with, unless either party desire it.

RELIGION AND EDUCATION.—Religious liberty prevails in Canada. As regards education, long before School Boards were established in England, Canada was in the enjoyment of a well-organised educational system, which is under local control. Free schools are provided, and facilities are afforded to successful pupils for obtaining the highest education.

There are plenty of newspapers in Canada. Every village of any pretensions has its weekly press, while towns of seven or eight thousand inhabitants have their local dailies. Some of the city papers have an extensive circulation. Several excellent magazines are also published in Canada, besides two literary weekly papers, and other periodicals. These are class papers, agricultural, commercial, and financial weeklies, and each of the leading religious denominations has its special organ.

MILITIA.—The defence of the country is entrusted to the militia, which consists of two forces, the active and reserve. The strength of the former is fixed by law at 40,000, service in which is voluntary. In the latter all male British subjects between the ages of 16 and 60, not exempted or disqualified by law, are liable to be called upon to serve in case of emergency. The active militia, armed with breech-loading rifles, is equipped in much the same manner as the volunteers and the militia of England, and can be placed in the field at a short notice. The force is under the command of a general officer of the English army. There is a military college for the education of cadets (with a four years' course of study) at Kingston, and schools of gunnery at Quebec and Kingston. A five years' residence in Canada is a necessary qualification for admission.

TRADE.—The following figures show the imports and exports of Canada for the fiscal year ended June 30th, 1881:—

	DOLLARS.
Imports	105,330,840
Exports	98,290,823
The exports are divided thus:—	
Produce of the mines	2,916,254
" " fisheries	6,898,884
" " forests	25,709,848
Animals and their products	22,665,610
Agricultural produce	31,294,127
Manufactures	4,043,123
Miscellaneous articles, coin and bullion, and estimated amount short returned at inland ports	4,962,977

Agriculture forms the principal wealth of the Dominion at the present time; but Canada is taking a prominent place as a manufacturing country, and the resources are such as to justify the statement that its growth in this respect is likely to continue. Since 1878 the value of the imports from Great Britain has increased from 37,431,000 dollars to 43,583,000 dollars in 1881, and they are equal now to about £2 sterling per capita, as compared with 14s. 9d. per capita in the United States.

Every facility is offered for securing patents for inventions, the fees being very moderate, while the protection is as effective as in other countries.

The bank return for the month of September, 1882, shows that there was nearly 100,000,000 dollars on deposit, and in June, 1881, in addition to deposits in the ordinary banks, there were 304 post-office savings banks in the Dominion; and the total amount standing to the credit of all open accounts on their books at that date was 6,208,226 dollars. The average sum standing to the credit of each account was 156.75 dollars. The interest allowed is 4 per cent.

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The decimal system of coinage and weights is in force in Canada.

In money, all transactions appear in dollars and cents. 100 cents make one dollar. The dollar is worth 4s. 2d., so that, practically, a cent is equivalent to an English halfpenny. The coins in use are the 1 cent (copper), 5 cent, 10 cent, 25 cent, and 50 cent pieces. Bills are issued by the Government for amounts between 1 dollar and 5 dollars. These bills are convertible into gold on demand, and therefore are equivalent to gold. They are, in fact, preferred to gold for common use. For sums exceeding 5 dollars, the banks (subject to restrictions) issue their own bills. English gold is used in the Dominion, but silver coin is subject to a small discount.

MEANS OF COMMUNICATION.—Canada has an extensive railway system. There are about 8000 miles in operation, affording means of communication from the province of Nova Scotia to the western portions of Ontario; and again from the western shores of Lake Superior into Manitoba and the North-West Territory. The Canadian Pacific Railway—one of the greatest national undertakings of the age—is being rapidly constructed. It is already in operation from Thunder Bay on Lake Superior to Winnipeg, and 500 miles west of that city; and from Winnipeg south to the international boundary, where it connects with the United States railways. It is confidently expected that in 1886 there will be a railway from the Maritime Provinces to the Pacific coast entirely through Canadian territory, the importance of which to the country and to the British Empire it is impossible to exaggerate. The Canadian Pacific Railway deserves special mention. Prior to 1880 the work of making a connection between the Atlantic and Pacific coasts was being carried out by the Government; but in that year it was transferred to a syndicate, which is now engaged in rapidly constructing the line. There are 1000 miles of it in operation at the present time, and the track has been laid during the past season at the rate of between two and three miles per day. It is now open to within 300 miles of the Rocky Mountains, and the difficult work in British Columbia, and on the northern shore of Lake Superior, is also being accelerated as much as possible. The line, when complete, will be 2600 miles long. This does not include the branches which will be inevitable. The public importance of the railway will be understood when it is stated that a subsidy for completed works, equal to nearly eleven millions sterling, and twenty-five million acres of land, was voted by the Canadian Parliament to enable the contract to be carried out.

The inland navigation of the Dominion has cost a large sum of money, but it is a work of which the country may well be proud. Vessels of 600 tons can proceed from the western end of Lake Superior, and from the United States ports of that vast inland sea, to Montreal by way of lakes Michigan, Huron, Erie, and Ontario, and the river St. Lawrence—a distance of nearly 1,300 miles. The locks on the Welland Canal connecting lakes Erie and Ontario—rendered necessary by the Niagara Falls—have recently been enlarged, and are now 270 feet long, 45 feet wide, and 14 feet deep. Vessels of a still larger size will therefore be used to carry produce direct from Western Canada and the United States to the St. Lawrence route, which will tend to cheapen the cost of transport. The Canadian route from the lakes to the ports of transshipment, compared with that to New York and other American ports, possesses some advantages. Take, for instance, the distance from Chicago. It is 150 miles less to Montreal than it is to New York, *via* Buffalo and Erie Canal, and there are 16 more locks and 89½ feet more lockage by the American than by the Canadian route. In addition, Montreal is 300 miles nearer to England than New York. To show the improvement that has taken place in the navigation of the St. Lawrence, it may be stated that in 1850 the channel between Quebec and Montreal was only 11 feet deep; it has gradually been increased to 26 feet. Atlantic steamers of 5,000 tons can now be moored alongside the wharves at the latter city.

POSTAL AND TELEGRAPH ARRANGEMENTS.—The postal arrangements are under the administration of a department of State, and facilities are found in every village. Under a recent enactment, newspapers are conveyed through the post, free of charge, from the offices of the journals to their subscribers.

Money-order offices are in existence, affording an easy means of transmitting money in the country and abroad, at nominal rates. The telegraph system of Canada is in the hands of chartered companies. There are about 30,000 miles of wire in operation. Every village of any importance has its telegraph office. The lines are also in connection with the Atlantic cable system.

CLIMATE.—The severity of the Canadian climate has been very much exaggerated. In a country like the Dominion of Canada, extending northward from the 42nd parallel of latitude, and east to west for 3,000 miles, the climate is naturally variable; but to speak generally, the summers are hotter than in England, and the winters colder. But neither the summer heat nor the winter cold are disadvantageous to the inhabitants or to the productiveness of the land. The warmth of the summer months extends the range of production in grains from oats and barley to wheat and maize; in fruits, from apples and pears to peaches, grapes, melons, nectarines, and apricots; and in vegetables, from potatoes, turnips, carrots, and cabbages, to the egg plant and tomatoes. The winter temperature cannot properly be measured by the thermometer for purposes of comparison with that of other countries. It is at times much below zero; but the air is so dry and exhilarating that its effect upon the body is not nearly so great as a much higher temperature would be in a more humid climate. To agriculture, snow and ice are no great drawbacks. They mean protection to the land almost as valuable as a covering of manure. They convert the surface of the earth into roads equal to turnpikes in any direction, over which millions of tons of produce of all kinds are transported at a minimum cost, affording employment for men and horses when cultivation is arrested by the frost. Besides, from an agricultural point of view, whether the thermometer is at freezing point or whether it is below zero is a matter of small moment. The winter in Canada has little or no effect upon vegetation. The fruit trees remain practically uncared for during the season; ferns, flowers, and shrubs appear every spring as regularly as they do in England, and the woods and valleys abound in wild fruits. Grape vines in the Ottawa valley and in the Toronto and other districts are left unprotected during the winter without injury.

It is not necessary to point out that the winter cold in Canada is greater than in England. That is an admitted fact; but it is not disadvantageous. The houses in Canada, and the clothes worn, are adapted to the weather, and it is well-known that Canadians prefer their dry, clear, winter weather, to the damp, cutting temperature that prevails in England. It is said that farmers cannot work in winter, and that labour is at a standstill. A greater mistake could not be made. A farmer, in Canada, does very much the same work in the winter as an English farmer in the same season and in wet weather. While the frost stays actual cultivation, which at the outside is only about five months, and often less—in 1881, ploughing was being done in the Ottawa district on the last day of December—employment is found for men and horses in carting, and in many other ways. Lumbering is also done during the winter, and gives employment to a large number of men. Mechanics can continue work during the season, excepting such men as masons and bricklayers, and even they can sometimes do inside work. But if a man goes to any colony, he must be prepared to take whatever work offers, and, in Canada, no difficulty in securing employment will be found.

EMIGRATION TO CANADA (a) CLASSES OF EMIGRANTS.—The classes of men particularly wanted in the Dominion are agriculturists, farmers, farm

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labourers, general labourers, navvies, mechanics, and last, but not least, domestic servants. Persons with capital will find opportunities for the safe investment of money, not excelled in any other part of the world. Manufacturers receive every encouragement from municipalities in the establishment of factories, and in many cases are exempted from taxation for a time.

The classes which should be warned against emigration to Canada are females above the grade of servants; clerks, shopmen, and persons having no particular trade or calling, and unaccustomed to manual labour, unless they have capital, or are prepared to adopt some more active kind of employment than that which they have hitherto followed.

(b.) TIME TO EMIGRATE.—The best time to arrive in Canada is early in May, when the inland navigation is open, and out-door operations are commencing. The emigrant will then be able to take advantage of the spring and summer work, and to get settled before the winter sets in. The voyage from Liverpool to Quebec occupies, on an average, about ten days by steamer, and the journey to the North-West four days longer.

(c.) COST OF TRANSIT TO CANADA.—The cost of reaching Canada varies from time to time. At present the fares are as under:—From Great Britain to Quebec, the saloon fare ranges from £10 to £18; intermediate, £6. 6s. to £8. 8s.; steerage, £1. 4s. The Government, however, offer assisted passages to mechanics, navvies, farm and general labourers, and domestic servants, to the following extent:—

1. For mechanics, navvies, general labourers, and their families, per adult, £4; children between 12 and 1, £2; infants under 12 months, 10s.
2. For agricultural labourers and their families, per adult, £3; children between 12 and 1, £2; infants under 12 months, 10s.
3. For female domestic servants, £3.

These passages can only be obtained by application on forms which are supplied by the Government to the different Steamship Companies. The lines authorized to carry assisted passengers to Canada are the *Allan*, *Dominion*, *Great Western*, *Beaver*, and *Temperley* lines.

There is no system at present in operation or before the public which permits of money being advanced for the assistance of emigration to be repaid after arrival in Canada. Fares must be paid before passengers embark.

CANADIAN GOVERNMENT OFFICES.—The chief offices of the Government of Canada in Great Britain are at 9, Victoria Chambers, Westminster, London, S.W. Communications should be addressed to Sir ALEXANDER T. GALT, G.C.M.G., the High Commissioner. Mr. JOSEPH G. COLMER is the official Secretary.

CANADIAN GOVERNMENT AGENTS IN GREAT BRITAIN:—

LIVERPOOL ... Mr. JOHN DYKE, 15, Water street.
 GLASGOW Mr. THOMAS GRAHAME, 40, St. Enoch square.
 BELFAST Mr. CHARLES FOY, 29, Victoria place.
 DUBLIN Mr. THOMAS CONNOLLY, Northumberland House.
 BRISTOL Mr. J. W. DOWN, Bath Bridge.

The following are the Agents of the Canadian Government in Canada and the United States:—

OTTAWA Mr. W. J. WILLS, St. Lawrence and Ottawa Railway Station, Ottawa, Ontario.
 TORONTO Mr. J. A. DONALDSON, Strachan avenue, Toronto, Ontario.
 MONTREAL Mr. J. J. DALEY, Montreal, Province of Quebec.
 KINGSTON Mr. R. MACPHERSON, William street, Kingston, Ontario.
 HAMILTON ... Mr. JOHN SMITH, Great Western Railway, Hamilton, Ontario.

LONDON	Mr. A. G. SMYTHE, London, Ontario.
HALIFAX	Mr. E. CLAY, Halifax, Nova Scotia.
ST. JOHN	Mr. S. GARDNER, St. John, New Brunswick.
QUEBEC	Mr. L. STAFFORD, Point Levis, Quebec.
WINNIPEG ...	Mr. W. B. C. GRAHAME, Winnipeg, Manitoba.
BRANDON	Mr. THOMAS BENNETT, Brandon, Manitoba.
DUFFERIN ...	Mr. J. E. TETU, Dufferin, Manitoba.
DULUTH	Mr. MCGOVERN, Duluth (Minnesota, U.S.)

NOVA SCOTIA.

DESCRIPTION.—Nova Scotia is a peninsula, lying between 43° and 46° north latitude, and 61° and 67° west longitude. It is connected with the province of New Brunswick by a narrow isthmus about 16 miles wide; its area is about 300 miles in length by 80 to 100 miles in width; its length running about north-east and south-west. The province contains about 13,000,000 acres of land, of which about one-fifth consists of lakes and small rivers. About 5,000,000 acres of land are fit for tillage. The coast, although rugged, is indented with numerous deep water harbours, most of which are easy of access, commodious and safe. According to the census of 1881, the population of the province amounted to 440,572 souls. Its capital city is Halifax.

LAND.—The quantity of land at the disposal of the Government is limited, the price 44 dollars per 100 acres of Crown land—free grants being, however, given to *bona fide* settlers.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate of Nova Scotia, contrary to the general impression in Europe, is more temperate than that of any other part of Canada. It is extremely healthy. The returns from British military stations place this province in the first class. The fertility of the soil is unsurpassed, and the western counties of Nova Scotia excel in the growth of fruit, especially apples; for which the climate is peculiarly adapted. All the small fruits are very abundant, as well as grand root crops and Indian corn.

MINERALS AND TIMBER.—The principal minerals of Nova Scotia are coal, iron, gold, gypsum, &c. Coal mines are extensively worked in Cape Breton, Pictou, and in the County of Cumberland. It contains large tracts of woodlands, which produce pine, spruce, hemlock, and various kinds of hard wood timber.

MANUFACTURES AND EXPORTS.—Shipbuilding is one of the chief industries, while fishing employs a large portion of the population. The chief exports are timber, coal, iron, fish, fish oil, and farm produce.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—Farm labourers, per day, without board, 4s. 6d.; per month, and board, £3. 5s. to £4. 4s.; female farm servants, 16s. to 25s.; general labourers, per day, 4s. to 5s.; railway labourers, 4s. to 5s.; boiler-makers, 8s.; masons, 10s.; bricklayers, 10s.; carpenters, 6s.; lumbermen, 6s.; shipwrights, 10s.; smiths, 8s.; wheelwrights, 6s. 6d. to 12s.; gardeners, per month, with board, £3. 15s. to £6; per month, without board, £5. 5s. to £8; miners, 5s. to 6s.; mill-hands, per day, 4s. 6d. to 5s.; engine drivers, 7s. to 9s.; saddlers, per week, £1. 5s. to £2; bootmakers, per day, 5s.; tailors, per week, £2. 5s. to £2. 10s.; cost of board, per week, 12s. 6d. to 14s. 6d.; house rent, per year, £3 to £5.

The price of ordinary day labour is from 3s. 9d. to 5s. sterling. Farm labourers, during spring time and harvest, earn even larger wages, and board besides. The cost of provisions is much lower than in England, the price of flour varying from £1 to £1. 10s. sterling per barrel; beef, mutton, and veal from 6 to 10 cents per lb. Fish and vegetables are abundant and cheap.

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NEW BRUNSWICK.

NEW BRUNSWICK borders on the Provinces of Nova Scotia and Quebec, and the State of Maine (one of the United States of America), and is, with Nova Scotia, nearer Europe than any of the populated portions of the Continent of America. It is 210 miles in length and 180 miles in breadth, and has a coast line of about 500 miles indented with spacious bays and inlets, and is intersected in every direction by large navigable rivers. It is generally a flat or undulating country. In 1881, the population of New Brunswick was 321,233 souls. St. John and Frederickton are the principal cities.

LAND.—Large blocks of choice farming land have lately been laid off by order of the Government, from which *free grants* of one hundred acres can be obtained by every head of a family containing children under eighteen years of age, on condition of actual settlement on the grant.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate is exceedingly healthy, and does not prevent the soil from producing crops which, other things being equal, are not inferior either in quantity or quality to those of England. The soil is generally fertile, and the produce is similar to that grown in Nova Scotia. The forests of New Brunswick produce superior timber for ship-building, for which the country has long been celebrated.

MANUFACTURES AND EXPORTS.—The manufacturing interest of the province has greatly increased during the past few years, and establishments for the manufacture of woollen and cotton goods, boots and shoes, leather lumber, furniture, carriages, door sashes, steam engines, hardware, &c., are in full operation. It exports many of these articles, besides fish, cattle and agricultural products.

AVERAGE RATE OF WAGES AND COST OF LIVING.—These do not vary much from the rates in Nova Scotia, though if anything different they are slightly lower than those of that Province.

PRINCE EDWARD ISLAND.

This province is situated on the south side of the Gulf of St. Lawrence, between New Brunswick and Cape Breton, and is separated from them by Northumberland Strait, which is from 9 to 30 miles wide. Its extent from east to west is 130 miles, and from north to south 34 miles, with an area of 2134 square miles. The surface is gently undulating, presenting a charming aspect of hill and dale, well watered with numerous springs and rivers. In 1881 the island contained a population of 107,781 souls. The chief town is Charlottetown.

LAND.—Farms in good cultivation, with buildings and improvements, can be obtained for about 20 dollars an acre.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate is temperate and healthy, and fogs do not prevail to the same extent as on the coasts of Nova Scotia.

The soil is remarkably fertile, and it has more land under cultivation in proportion to its size than any of the other provinces. All kinds of grain, fruit, and vegetables do well. Large deposits of what is called "mussel mud" are found in the beds of all the rivers, some of them from ten to thirty feet deep, are used as fertilizers, and yield very large crops of hay and clover. Potatoes, oats, and barley have been the principal staples for export; horses also have been raised in numbers, and are much sought after by dealers from the northern New England States. The sheep are fine, and are also sought for by New England buyers. Cattle breeding has not yet received much attention, though the pasturage is remarkably good, and both hay and root crops yield very large returns. It is believed that the island affords favourable facilities for the breeding and fattening of cattle for export to the United Kingdom.

The fisheries are among the best in the Gulf, and give employment to a large number of men. Shipbuilding is also one of the principal industries.

A submarine telegraph connects the Island with New Brunswick.

There is one railroad on the island 198½ miles long, under the control of the Dominion Government. Steamers ply constantly between the ports on the island and the seaports of Nova Scotia, New Brunswick, and the New England States. The chief drawback is, that during a part of the winter, communication is interrupted with the main shore owing to ice blockades.

QUEBEC.

DESCRIPTION.—This province was originally settled by the French. The first English settlers who really fixed their homes in Quebec were the United Empire Loyalists, whom the War of Independence in the United States caused to emigrate to Canada. To recompense their allegiance the British Government granted them magnificent grants of land in the Eastern Townships in Quebec, and in the peninsula formed by the great lakes of Ontario. In this way there exists to-day in the province a mixed population, consisting of French and English-speaking people.

The capital of the province is Quebec, though Montreal is the largest city, having a population of over 150,000 inhabitants.

LAND.—Upon eight of the great colonization roads, every male colonist and emigrant being 18 years of age may obtain a free grant of 100 acres. The conditions are that at the end of the fourth year a dwelling must have been erected on the land, and twelve acres be under cultivation. Letters Patent are then granted. Crown lands can also be purchased at 30 cents to 60 cents an acre. The province has a homestead law exempting the property of emigrants from seizure under certain conditions.

CLIMATE, SOIL, AND PRODUCTIONS.—Though colder in winter than in Ontario, the summer is hot in Quebec. The climate is remarkably healthy, and its people are hardy and vigorous. The soil is generally of good quality, and its productions are similar to those of Ontario.

MINERALS AND TIMBER.—Mining in this province is only in its infancy, though iron, gold, copper, lead, silver, platinum, zinc, granite, marble, slate, gypsum, phosphate, &c., are found abundantly.

The most important trade in Quebec is the lumber industry, and this affords nearly everywhere a ready market for the farmer, certainly to the new settler, and, in the winter season, employment for himself and his horses. The value of exports of produce of the forest from the province of Quebec in 1881 was 12,785,223 dollars.

FISHERIES.—The fisheries of the province are a great boon to the settlers along the rich lands girding the coast, and beginning to be a very large source of trade. The total yield of the fisheries in Quebec in 1881 was 2,410,937 dollars. Quebec has an extent of coast of 1,000 miles, where the cod, herring, mackerel, salmon and other fisheries are carried on successfully. Whale fishing is also carried on. There are, it is said, on reliable authority, above 70 salmon fishery rivers in Quebec.

MANUFACTURES AND EXPORTS.—The principal articles manufactured in the province are cloth, linen, furniture, leather, sawn timber, flax, iron and hardware, paper, chemicals, soap, boots and shoes, cotton and woollen goods, etc., etc., and all descriptions of agricultural implements. The exports from the forest during the year 1881 amounted to 12,785,223 dollars, and the agricultural produce to 8,242,021 dollars, and the export of animals and their produce reached the sum of 12,478 690 dollars.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—Farm labourers, per day,

without board
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6s. to 9s.
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4s. to 6s.
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The agent
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without board, 4s. to 6s.; per month, and board, £3 to £5. 10s.; female farm servants, £1. 5s. to £2. 2s.; general labourers, per day, 4s. to 6s.; railway labourers, 5s. to 6s.; masons, 6s. to 9s.; bricklayers, 6s. to 9s.; carpenters, 6s. to 9s.; lumberers, and board, 6s. to 8s.; shipwrights, per day, 6s. to 8s.; smiths, 6s. to 8s.; wheelwrights, 6s. to 8s.; gardeners, with board, per month, £4 to £5, without board, per day, 4s. to 6s.; miners, 6s. to 8s.; mill-hands, 4s. to 6s.; engine drivers, 7s. to 10s.; saddlers, 8s. to 10s.; bootmakers, 5s. to 8s.; tailors, 4s. to 6s.; female cooks, per month, £1. 12s. to £2. 10s.; domestic servants, in great demand, £1. 5s. to £2. 2s.; laundresses, per day, 3s. to 4s.; cost of board per week, 12s. to 16s.; rent of mechanics' and labourers' dwellings, £1. 5s. to £1. 12s. per month.

The agent for the Province of Quebec, in Great Britain, is Mr. J. H. O'Neill, Park Villa, Wimbledon Park Road, Southfields, London, S.W., to whom communications respecting the colony should be addressed.

ONTARIO.

DESCRIPTION.—Ontario is the principal province of Canada. It is situate to the north of the River St. Lawrence, and of the great lakes Ontario, Erie, Huron, and Superior. The River Ottawa, a noble stream, divides it from the Province of Quebec.

The capital of Ontario is Toronto, a fine city, with a population of about 100,000 inhabitants. The other principal cities are Ottawa, Hamilton, London, and Kingston.

LAND.—Every head of a family can obtain a free grant of 200 acres of bush land, and any person 18 years of age may obtain 100 acres in the free grant districts. The conditions are:—15 acres in each grant of 100 acres to be cleared and under crop in five years; a habitable house, at least 16 feet by 20, built; and residence on the land at least six months in each year. The patent is issued at the end of five years. Uncleared lands can also be purchased at prices varying from 2s. to 40s. per acre. Cleared and improved farms, with buildings, can be bought at from £4 to £10 per acre. The money can nearly always be paid by instalments extending over several years.

A company has been formed in Ontario, called the Canada West Land and Agency Company. The object is to bring before the public the improved farms of Ontario. These properties are for sale in consequence of the rush to Manitoba and other new countries. In Ontario farmers would find all the comforts and conveniences they had been accustomed to, without the necessity of undergoing pioneer life in the bush, or on the prairie. The company has an office in London, at 82, Queen street, Cheapside. The manager is Mr. W. F. Smith, who will supply lists of farms for sale, with descriptions and prices.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate is much the same as in some other parts of the Dominion, but milder in the winter than in Quebec. The soil of the country varies in different localities, a large proportion being of the best description for agricultural purposes. It produces cereals, grasses, and the various root crops, while apples, pears, and many other varieties of fruit grow and ripen in abundance. In the southern portion of the province hemp, tobacco, maize, peaches, and grapes grow in the open air.

MINERALS AND TIMBER.—In mineral wealth it has great resources, producing iron, copper, lead, gold, silver, phosphate, marble, petroleum, salt, &c. Its immense forests of pine timber are well known as a great source of wealth.

MANUFACTURES AND EXPORTS.—Its principal manufactures are cloth, linen, clothing, leather, furniture, hewn and sawn timber, flax, iron and hardware, paper, soap, cotton and woollen goods, steam-engines and locomotives, wooden

ware of all descriptions, agricultural implements, &c. Cattle, sheep, and pigs, dairy and agricultural produce are exported largely from this province, and the trade is increasing rapidly.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—Farm labourers, per day, without board, 3s. 6d. to 4s.; per week, with board, 12s. to 14s.; female farm servants, with board, per month, 20s. to 25s.; general labourers, per day, 5s.; railway labourers, 5s. 6d.; masons, 10s.; bricklayers, 10s.; carpenters, 8s.; lumbermen, 6s.; shipwrights, 6s.; smiths, 6s.; wheelwrights, 6s.; gardeners, with board, 10s. per week; without board, 5s. per day; miners, 3s. to 4s.; mill-hands, 5s. 6d.; saddlers, 6s.; boot-makers, 6s.; tailors, 6s.; female cooks, per month, £1. 12s. to £2; domestic servants, £1. 5s. to £1. 10s.; laundresses, £1. 12s. to £1. 18s. Board and lodging, 12s. to 10s. per week; house rent, from £1 to £2 per month. Provisions are much cheaper than in England. Beef, veal, and mutton are from 3d. to 6d. per lb.; pork, 4d to 5d.; bacon, 6d. to 8d.; bread, (best), 4½d. to 5d. per 4lb. loaf; butter (fresh), 1s.; salt (ditto), 7d. to 8d. per lb.; potatoes, 1s. 9d. to 2s. per bushel; tea, 2s.; sugar (brown), 4d. to 4½d. per lb.; milk, 3d. per quart; beer, 1s. 2d. to 1s. 6d. per gallon; and tobacco, 1s. to 2s. per lb.

AGRICULTURAL STATISTICS OF ONTARIO.—The Bureau of Industries of the province of Ontario, Canada, has published some Agricultural returns relating to that province in 1882, which are not without interest at the present time. The total number of farms was 201,706, embracing an area of 19,602,387 acres, of which 10,211,960 acres were cleared. The value of farm land was estimated at 631,882,030 dollars, and the total of land, buildings, implements, and live stock at 882,024,500 dollars. The yields of the different kinds of produce were estimated as follows: Fall wheat, 26'3; spring wheat, 16'5; barley, 28'6; oats, 36'4; rye, 18'8 bushels per acre. The figures compare very favourably with, and are in excess of most of, the American States. The area under grain crops in 1881 was 5,002,067 acres, or 48 per cent. of all the cleared land; and under other field crops, orchards, &c., 2,335,149 acres. This makes a total under tillage of 7,337,216 acres, leaving 2,874,474 acres for pasture and fallow land. The tables of live stock show that the number of farm horses in the province on May 31 was 503,604; of cattle, 1,586,312; of sheep, 1,915,303; of hogs, 850,226; and of poultry, 5,352,120. The number of milch cows was 669,629, and of thorough-bred cattle, 23,629; the returns of the latter, however, were incomplete. Of sheep, one year and over, 933,143 were returned as coarse-woolled, and 178,299 as fine-woolled; the average weight per fleece of coarse wool was 5'19lb, and of fine wool 5'07lb. The number of hogs one year and over was 252,415, and under one year, 597,811. The number of turkeys was 310,058; of geese, 533,357; and of other fowls, 4,508,705.

All further particulars respecting the Province of Ontario may be obtained from Mr. Peter Byrne, Ontario Government Agency, 6, South Castle street, Liverpool.

MANITOBA AND THE NORTH-WEST TERRITORIES.

DESCRIPTION.—The country now universally known under the above names, was granted by Charter to the Hudson Bay Company in 1670, during the reign of Charles II., as a hunting and trading ground, and was held by it, and by the North-West Company (the two corporations amalgamated in 1821) until 1870, when their rights were surrendered to the Dominion. Its population is about 200,000. Its principal city, Winnipeg, contains a population of about 25,000. The navigable rivers in the country are the Red River, the

Saskatchewan, formed by the junction of the Assiniboine and Red rivers, parallels of the 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 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Saskatchewan; and the Assiniboine. Manitoba is the name of a province formed out of the North-West Territories. It is situated between the parallels 49°-50° 50' latitude N., and 89°-102° west longitude, in the centre of the American continent. It contains about 123,200 square miles, or 78,000,000 acres of land. An Order in Council was passed during the year 1882, dividing the North-West Territories beyond the confines of Manitoba into four new districts, or, more properly speaking, territories, as follows:—Assiniboia, containing about 95,000 square miles; Saskatchewan, 114,000; Alberta, 100,000; and Athabasca, about 122,000. Saskatchewan includes the towns of Battleford, Carleton, and Prince Albert. Assiniboia includes Regina, a rising town of 1,000 inhabitants. Alberta comprises the towns of Edmonton, Calgary, and Fort McLeod; and Athabasca includes the fertile, yet undeveloped, country known as the Peace River district.

LAND.—It is estimated that the land suitable for cultivation in Manitoba and the North-West Territories, practically unoccupied at the present time, amounts to between 100,000,000 and 200,000,000 acres. It will therefore take many years for the country to fill up; but there cannot be much doubt that the earlier settlers will reap advantages that must arise from the rapid development that is now taking place in the country.

It is surveyed into "townships" of six miles square, each containing thirty-six square mile lots or sections. These sections are numbered consecutively one to thirty-six; two in each township are reserved to defray the expenses of education, and are sold by auction from time to time, and two others belong to the Hudson Bay Company, which Corporation offers its lands for sale at prices ranging from 14s. to 24s. per acre, on deferred payments. The London office of the Hudson's Bay Company is at 1, Lime Street, E.C. For twenty-four miles on each side of the railway (now being made) across the continent, the remainder of the odd-numbered sections in each township belong to the Canadian Pacific Railway Company, who dispose of their large land grants on favourable terms of purchase. Full particulars can be obtained at the London office of the Company, 101, Cannon Street, E.C. The remaining even-numbered sections in each township (sixteen) are held exclusively by the Government for free grant and pre-emption purposes. These sections are each sub-divided into four quarter sections of 160 acres, two being available for free grants, and two for pre-emptions. Any male or female who is at the head of a family, any male member of a family 18 years old, or any other person who has attained that age, can obtain a free grant of 160 acres, and can also make an entry for pre-emption: rights to the adjoining 160 acres at the Government price of two dollars fifty cents per acre, payable in cash at the end of three years. For office fees to cover the cost of survey, documents, &c., a charge of ten dollars is made in each case at the time of entry. Outside the railway belt alluded to above, the even-numbered sections are also held for free grants and pre-emptions, the odd-numbered being designated "public lands." Such pre-emptions and public lands are offered for sale by the Government at two dollars per acre, the money in the former case being paid at the end of three years, and in the latter at the time of purchase. The title to the free grant is given at the end of three years. The conditions to be fulfilled are: residence on the land six months annually for the three years; the erection of a house; and general cultivation of the land,—but a settler is not bound to put any specified quantity under crops.

Owing to the rapidity of settlement, it is not now possible to obtain a free grant of land near the railway for at least 200 miles from Winnipeg; but the line is being rapidly constructed westward, opening up every month large tracts for occupation.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate is very healthy indeed, and though the winters in the eastern portion of the Territories are colder

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than those of Ontario, those of the western portion are warmer, owing to the prevalence of the "chinook," or warm winds, which there prevent the snow laying for long together. The summers are hot, though tempered by the gentle breezes which blow across the wide expanse of prairie, of which the country is chiefly composed.

The soil is an alluvial deposit of great richness. It varies in depth (and the subsoil is not always the same), and it has been reported upon favourably by almost every person who has inspected it. All the crops that grow in England flourish here, as other varieties also. Wheat yields from 25 to 40 bushels per acre; oats from 60 to 70, and other produce in like proportions. Wild fruits abound in great variety.

MINERALS AND TIMBER.—Coal is found above Edmonton and for some distance below that point; it has also been discovered on the Las Ratchewan and Souris Rivers, and every indication points to the fact that it exists in large quantities. Different species of hardwood, some pine, and other varieties of timber, are found in groves and detached clumps all over the country.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—*Winnipeg and District.*—Farm labourers, with board, per month, £4. 4s. to £8. 8s.; female farm servants, £2. 2s. to £3. 3s.; general labourers, per day, 8s. to 11s.; railway labourers, 10s. to 12s.; masons, per day, 12s. 6d. to 20s.; bricklayers, 16s. to 25s.; carpenters, 6s. to 16s. 6d.; lumbermen (for shanty), £5 to £7. 7s. per month, with board; smiths, per day, 12s. 6d. to 14s. 6d.; wheelwrights, 10s. to 16s.; gardeners, with board per month, £4 to £6; mill-hands, per day, 8s. to 10s.; engine drivers, 12s. to 20s.; saddlers, 8s. to 12s.; bootmakers, 8s. to 12s.; tailors, 12s. to 20s.; female cooks, per month, £3 to £6; domestic servants, £2. 10s. to £4; laundresses, £3 to £5; cost of board, £1 to £1. 12s. per week; house rent, for houses of 3 to 5 rooms, £4 to £6 per month; houses of 5 to 7 rooms, £6 to £15 per month.

Brandon District.—Farm labourers, per day, without board, 8s.; per week, and board, £1. 13s.; general labourers, per day, 8s. to 10s.; railway labourers, 8s.; masons, 12s. to 20s.; bricklayers, 12s. to 20s.; carpenters, 10s. to 16s.; lumbermen, 8s.; smiths, 8s. to 16s.; gardeners, with board, 6s.; without board, 8s.; mill-hands, 10s. to 14s.; engine drivers, 14s. to 20s.; saddlers, 10s. to 14s.; bootmakers, 10s. to 14s.; tailors, 8s. to 14s.; female cooks, per month, £4 to £6; domestic servants, £2. 2s. to £3; laundresses, £5 to £6; cost of board, per week, £1; rent, for small house, £1. 12s. per month, and upwards.

BRITISH COLUMBIA.

The province of British Columbia is the most western of the group of provinces which constitute the Dominion of Canada, and has a coast line of about five hundred miles on the Pacific Ocean, with innumerable bays, harbours, and inlets. The harbour of Esquimalt is the best on the Pacific, north of San Francisco. It has an almost even depth of 36 feet, with an excellent bottom, and it is perfectly safe and sheltered. It is well lighted, and may be entered with facility at all times. Only a tongue of land, 750 feet wide, prevents free communication between it and the harbour of Victoria. Still further on the east coast of the Island of Vancouver is Nanaimo, sixty-five miles from Victoria. It possesses a safe and commodious harbour.

British Columbia has a population of only 60,000, and is capable of unlimited development. Its capital is Victoria, with a population of nearly 6,000.

LAND.—Heads of families, widows, or single men of 18 years and upwards may obtain free grants of 320 acres eastward of the Cascade range of moun-

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tains, or of 160 acres in other parts of the province. The settler selects his own land, records it in the office of the District Commissioner, the fee for which is two dollars, and at once enters upon occupation. After two years' occupancy, and certain conditions as to improvements having been complied with, a Crown grant or conveyance will be made, the only expense of which would be five dollars. Lands, the surveys of which have been duly made and confirmed by notice in the *Government Gazette*, are open for purchase at the rate of one dollar per acre—to be paid in one full payment, or in two annual payments of 50 cents per acre; the purchase to be completed in two years from the time of purchase.

Persons desirous of purchasing unsurveyed, unoccupied, and unreserved Crown lands must first have the land surveyed by a surveyor approved by the Government.

Tracts of land near the land actually occupied can be *leased for grazing purposes*, on terms designed to be liberal to the pre-emptor. Such leased land is liable to be pre-empted by others, but in that case the lessee's rent is reduced proportionately.

Land covered with wild hay can also be leased in the above way, but not more than 500 acres of it to any one person, and not for longer than five years.

Mining and timber leases are granted under favourable conditions.

Military and naval officers in Her Majesty's service are entitled to free grants on certain conditions.

HOMESTEAD ACT.—If a settler has a wife and children, this Act must be dear to him. The farm and buildings, when registered, cannot be taken for debt incurred after the registration. It is free up to a value not greater than 2500 dollars (£500 English). Goods and chattels are also free up to 500 dollars (£100 English); cattle "farmed on shares" are also protected by an Exemption Act.

Farm lands in private hands may be bought at almost at any price, from 5 dollars (20s. English) to 40 dollars (£8 English) per acre, according to situation and improvement.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate of British Columbia is healthy. It resembles very much that of Great Britain, excepting that the summers are much drier. Although the surface of the country is somewhat broken the soil is generally very good, and all kinds of crops grown here can be successfully raised there.

MINERALS AND TIMBER.—Gold is found in paying quantities in several districts. Copper, iron, and silver deposits exist at various points, but coal is the principal mineral mined in the province. It is found in large quantities in Vancouver's Island.

The timber of British Columbia is very fine indeed, and the Douglas pine, which is here the chief forest tree, attains a very large size. Other species of timber are found here—including the cypress, cedar, and the various kinds of hard woods common to North America.

EXPORTS.—The chief exports of British Columbia are coal, timber, and fish, all of which are unsurpassed in quality, and is also in constant demand.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—Labour commands a high rate of remuneration, and men capable of ordinary manual labour receive from £5 to £12 per month, with board. Ordinary day labourers receive from 8s. to 12s. per day, without board. Living and house rent is somewhat high, board ranging from £5 to £7 per month.

British Columbia is now reached by crossing the American continent to San Francisco, and thence per steamer; but when the Canadian Pacific Railway is completed it will be much easier of access, and the route to it will be entirely through British territory.

SOUTH AFRICA.

Area, about 500,000 square miles. Population, about 2,000,000.

CAPE COLONY.

DESCRIPTION.—Cape Colony is the most southerly portion of the African Continent. It was founded by the Dutch, but afterwards ceded to the British Government in 1806. It has only recently been regarded as a desirable field for emigration, and it was not until the year 1873 that it was represented by a Government Emigration Agent in London. The capital of Cape Colony is Cape Town, which, including its suburbs, has a population of about 50,000. Port Elizabeth is the next town of importance, containing about 15,000 inhabitants.

LAND.—Land can be purchased from the Government on easy terms, extending over a period of ten years, by a yearly rental instalment, to be paid in advance for two years. The lessee is bound, within two years from the time of obtaining the lease, to cultivate at least one acre out of every ten, or to erect a habitable dwelling-house thereon. When he has made his tenth payment of rent he will, on payment of survey and other expenses, receive the land at a perpetual quit rent of one per cent. per annum, upon ten years' value thereof; but the quit rent chargeable will in no instance be less than 10s. per annum. The value of improvements is not taken into account in fixing the amount of purchase.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate is clear and dry, and considered exceedingly healthy. In the fertile districts large quantities of excellent grain are produced. Fruits of every description flourish, and the grape vine is extensively cultivated.

TRADE AND EXPORTS.—Ostrich and sheep farming is extensively carried on, and factories of various kinds are in full operation. The exports are wool, feathers, copper, wines, &c.

RATE OF WAGES, COST OF LIVING, &c.—The following are about the average rates of day wages paid:—Bakers, 7s.; butchers, 8s.; masons and bricklayers, 10s. 6d.; carpenters, 10s.; machinists, 10s.; dressmakers, 5s.; painters, 7s. 6d.; printers, 8s.; shoemakers, 10s.; sawyers, 6s. 6d.; saddlers, 10s.; tanners, 9s.; tailors, 9s.; tinsmiths, 7s. 6d.; wheelwrights, 10s. The cost of living is higher than in Great Britain, for while meat is cheaper bread is much dearer. Clothing is also much higher. The rent of a cottage, suitable for a mechanic, in towns is about £2 per month.

Cape Colony is reached by direct steamers from London. The Castle Mail Packets and the Union Royal Mail Steamers take passengers at the following rates:—1st class, 30 guineas; 2nd class, 20 guineas; and 3rd class, 15 guineas. Free passages are granted to approved persons who wish to emigrate to the Colony, and are prepared to settle upon land on arrival there. For full particulars, apply to the Agent of the Cape Government, W. C. Burnet, Esq., 10, Bloomfield street, London, E.C.

NATAL.

DESCRIPTION.—This colony formed, until 1845, a portion of Cape Colony, but has now a separate Government. It owes its name, in common with other colonies, to the fact that it was discovered on Christmas Day, 1497. The capital and seat of government in the colony is Pietermaritzburg, which has a

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population of 10,144. It is situated inland from Port Natal (Durban) about 50 miles, on the Umsundusi, a branch of the Umgeui river. Durban, a rising town of the colony, has a population of nearly 14,000, of whom about half are whites.

LAND.—The Government has set apart 2,000,000 acres of land for location by the natives, and over 6,000,000 acres have been acquired by grant or purchase by Europeans, the balance being retained for allotment to new settlers. This is open for sale in freehold and by public auction to the highest bidder, the upset price being at the rate of 10/- per acre. The Colonial Government reserves the right to minerals and timber upon such lands. In some parts the country is very rich in iron and coal.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate of Natal, although almost tropical on the coast, is very healthy. The summer is the wet season, and storms of thunder and hail are of frequent occurrence. The soil produces almost every description of semi-tropical and farm produce in the inland districts. The other productions are sugar, coffee, tea, tobacco, arrowroot, cotton, indigo, maize, &c., and in some localities ginger, spices, rice, pepper, and flax have been successfully cultivated.

MINERALS.—The minerals consist of limestone, marble, coal, ironstone, and gold in small quantities.

EXPORTS.—The exports of the colony are wool, sugar, hides and skins, ivory, ostrich feathers, coffee, arrowroot, rum, &c.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—The average wages of farm servants are £15 6s. 8d., and of female domestic servants £12 6s. per annum. Mechanics receive from 7s. to 10s. per day. The cost of living and house rent are somewhat higher than in Cape Colony.

A regular service of steamers of the Castle Mail Packets, and the Union Royal Mail Steamers, take passengers from England to Natal at the following rates:—1st class, 37 guineas; 2nd class, 25 guineas; 3rd class, 18 guineas.

Assisted passages are granted to farmers, labourers, and mechanics, and their families. The amount each emigrant has to contribute towards the cost of their passage is as follows:—Adults over twelve years of age, £5; under twelve, £2 10s. Further information and forms of application for assisted passages will be supplied by WALTER PEACE, Esq., Natal Government Emigration Agent, 21, Finsbury Circus, London E.C.

GRIQUALAND WEST.

DESCRIPTION.—This portion of South Africa—called more commonly "The Diamond Fields"—was declared British territory in 1871, and though since formally annexed to Cape Colony it remains an independent state or province, important only on account of the precious stones found there. Its area is about 10,000 square miles. On the first discovery of diamonds the population increased very rapidly, and supplies of all kinds attained famine prices. At one time it numbered about 60,000, but has since decreased to about 45,000, of whom 13,000 only are whites. Kimberley, the chief town in the vicinity of the famous Du Toit's Pan diamond field, has a population of 13,590, of which less than one half are whites. The climate is hotter than that of Cape Colony or Natal, but is considered healthy. The cost of living at the Diamond Fields is high, the population is composed of a somewhat unstable class, and life and property cannot be said to be so secure here as in Cape Colony or Natal.

The province is reached from Cape Town by rail and coach to Kimberley. The time occupied by the journey varies in accordance with the state of the roads. This country cannot be said to present a good field for the ordinary emigrant, and is more suited to the tastes of the class of mining adventurers who compose the bulk of its present white population.

AUSTRALIA.

WESTERN AUSTRALIA.

DESCRIPTION.—This colony was formerly called Swan River Settlement. It comprises an area of 975,824 square miles, lying between South Australia and the Indian Ocean. The population of the country, in comparison to its area, is insignificant, containing only about 30,000 souls, of which about 7,000 live in Perth, the capital, which is situated at the mouth of Swan River.

LAND.—The lowest upset price of Crown land fit for agriculture is fixed by Act of Parliament at £1 per acre, and the lowest upset price of pastoral lands at a sum equal to 12 years' rental, but not less than 5s. per acre. Emigrants who have been selected as eligible persons by the appointed Agents in England, are allowed plots of land on very advantageous terms, inasmuch as if he pays the full cost of his family's passage out, a warrant, which will entitle the holder to receive from the Immigration Agent at Tasmania an order for Crown land to the value of £18 for each member of the family above 15 years of age, and £9 for each member above 12 months and under 15 years old; and these land-orders will be received by the Government as payment for any Crown lands that the emigrant may buy after his arrival. The Act also empowers the Immigration Board to permit any persons from Europe or India, who has paid his own and family's passage-money, to demand, within a year after his arrival in the colony, a certificate to select 30 acres of land for himself, 20 for his wife (providing he has one), and 10 for each child.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate is exceedingly healthy, although varying considerably from its northern to its southern extremity: the northern portion of the colony being at times very hot, though tempered with cool and refreshing winds. The chief products are wheat, oats, barley, hay, fruits, and timber, of which there are several valuable varieties. Amongst these may be named the jarrah (a species of mahogany), tuart, kari and sandal wood. On the fertile tracts of soil the orange, peach, almond, banana, grape, olive, and figs are cultivated.

MINERALS.—Magnetic iron, lead, copper, and zinc ores are found in large quantities.

EXPORTS.—The principal exports are wool, jarrah timber, lead, copper ore, whale oil, guano, sandal wood, pearls, &c.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—The rates of wages are:—Labourers, from £18 to £50 per annum; carpenters, 7s. to 10s. per day; masons, 7s.; printers, 6s. to 8s.; boat-builders, 8s. to 10s.; brewers, 6s. to 8s.; coach-builders, 7s. to 10s.; navvies, 7s.; and painters, 7s. to 10s. Tailors and shoemakers are paid by the piece. The cost of living is low, and as there is no great influx of new settlers, houses can be rented more reasonably than in the adjacent colonies.

This colony is not represented by a resident agent in Great Britain.

Western Australia is reached either by sailing vessels direct, or by the Orient Line of steamships to Melbourne, and thence by Colonial vessels.

SOUTH AUSTRALIA.

DESCRIPTION.—South Australia extends from the Southern to the Indian Ocean, and contains an area of 903,690 square miles. The population is about 275,000, and Adelaide, the capital, contains about 38,000 souls.

LAND.—The lands at the disposal of the Crown are classified for the purpose of sale as town, suburban, and country. The lowest upset price for wild lands is £1 per acre, and may, to a certain extent, be purchased on credit. In that case, prepayment of four years' interest at five per cent. on the purchase money has to be made, one-half at the time of purchase and the other half at the end of three years. Pasture leases are granted at the rate of 10s. per square mile for terms of 14 years. Other waste lands leased for pastoral purposes are divided into three classes—first class at £1, second class at 8s. 6d. and third 2s. 6d. per square mile respectively.

Mining leases are granted for 14 years, in lots of 320 acres, at a rent of 10s. per acre, with right of renewal.

CLIMATE, SOIL, AND PRODUCTIONS.—Both the climate and soil are favourable for the production of all kinds of cereals. Wheat is one of the staple crops, and the grape vine thrives well also.

MINERALS.—Gold, silver, iron, copper, and lead exist in large quantities; but the scarcity of coal is felt.

EXPORTS.—The principal exports are wheat, flour, mutton, wines, and dairy produce.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—The rates of wages are as follows:—Bakers, 5s. 6d. per day, with board and lodging; blacksmiths, 8s. 6d. per day; boundary riders, married, with double rations, £52 per annum; bricklayers, 9s. to 10s. per day; brickmakers, per 1000, 12s.; bullock drivers, £52 per annum, with rations; bush carpenters, £52; butchers, 5s. per day, with board and lodging; cabinet makers, 9s. 6d. per day; carpenters and carriage builders, 9s. to 10s. per day; coopers, 9s.; farm servants (man and wife), £58 per annum, with rations; single men, £48; jewellers, 10s. per day; labourers, 6s. 6d. to 8s.; masons, 9s. 6d.; miners, 9s.; painters and glaziers, 9s. to 10s.; plasterers, 10s.; shoemakers, 7s. 6d.; tailors, per hour, 1s.; tanners, 8s. 6d. per day; upholsterers, 10s.; wheelwrights, 8s. 6d. to 9s.; barmaids, 15s. to £1 per week, with board and lodging; barmen, 15s. to 28s. per week; compositors, £2 15s. to £3 per week—on piece work, 1s. 1d. per 1000; cooks, female, 18s. per week, with board and lodgings—male, 20s. to 30s.; general servants, female, £26 per annum, with board and lodgings—male, £46; milkmen, 18s. 6d. per week, with board and lodgings; wool pressers, 33s. House rent is somewhat higher than in Great Britain, and costs from £2 to £10 per month. Provisions and clothing are reasonable.

South Australia is reached by the Orient Line of steamers. The fares to Adelaide are as follows:—1st class, 50 to 70 guineas; 2nd class, 35 to 40 guineas; 3rd class, 20 to 22 guineas; steerage, for men only, 16 guineas.

The Government of South Australia grant, what is known as the "assisted passage" system in operation, under which residents in the colony and persons just arrived, can obtain, on application at the Crown Lands and Immigration Office in Adelaide, assisted passages for their relations and friends, if eligible, by contributing a small proportion of the passage-money. The advantage of the system is that persons nominated have, on their arrival in the colony, someone to take an interest in them, and, consequently, they do not feel the strangeness and difficulty in finding employment that new-comers sometimes complain of. At the present time agricultural and pick-and-shovel labourers, artisans, navvies, and domestic servants are eligible for assisted passages at the following rates:—Males or females, under 12 years of age, £3; males or females, over 12 and under 40 years, £4; over 40 and under 50 years, £8; with infants under one year, land order system, free.

Land order warrants can be obtained from the Agent-General for South Australia, 8, Victoria Chambers, London, S.W.

VICTORIA.

DESCRIPTION.—This colony is smaller than any of the other colonies of Australia, and it originally formed part of New South Wales, but was separated in 1851, when gold was first worked to any extent. It contains an area of about 89,644 square miles, and in 1881 had a population of 858,582. Its capital is Melbourne, the seat of Government, with a population of 282,981.

LAND.—The land in Victoria is obtained at £1 per acre, which may be paid by instalments, or if bought by auction, at or under the upset price of £1 per acre, must be paid for in cash. A license also may be obtained for land not exceeding 320 acres before it has been surveyed, and obtain occupation for three years at a rental of 2s. per acre. The occupier must fence the land, reside upon it for two and a half years, and cultivate one out of every ten acres of the land, and at the end of that time has the option of purchasing at 14s. an acre.

Should land which has been put up by auction for sale at the upset price of £1 per acre be not sold, it can be bought at the highest price bid for it. All lands near the villages or towns must be sold by auction.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate is excellent, for although in summer the winds are at times dry and hot the evenings are cool and pleasant, indeed there is little to complain of in point of temperature throughout the year, being much more healthy and invigorating than that of England. The soil is good and produces cereals of a superior quality, as well as the other farm crops usually grown in Great Britain; also the grape, olive, fig, date, coral-tree, sugar, millet, tobacco, and in some situations the tea-plant, cotton, and rice.

MINERALS.—This colony may still be considered the principal gold field of Australia, and a large proportion of its population find employment at the "diggings" where the mineral is raised. So much so, that until but recently other industries have been somewhat neglected.

EXPORTS.—Wheat, and other agricultural products are exported in considerable quantities, but the largest value exported is in gold.

AVERAGE RATE OF WAGES, AND COST OF LIVING.—The wages and prices of provisions, &c., in Victoria, are as follows:—Farm labourers, 20s. to 25s. per week, with rations; ploughmen, 20s. to 25s.; reapers, 12s. to 15s. per acre; mowers, 3s. to 5s.; shepherds, £35 to £52 per annum; stock-keepers, £60 to £80; married couples, £60 to £80; gardeners, 20s. to 40s. per week, with rations; grooms, 17s. 6d. to 25s.; female domestic servants, £20 to £60.

Masons, carpenters, blacksmiths, tailors, shoemakers, and all included in the mechanic and artizan classes, get from 10s. to 15s. per diem, without rations.

Board and lodgings, for single working men, can be obtained at from 15s. to 22s. per week.

Clothing and house rent are very high, particularly in the neighbourhood of Melbourne; but provisions are low.

Victoria is reached by the Orient Line of steamers, from London to Melbourne direct. They make the passage in about forty days. The rates are as follows:—1st class, 50 to 70 guineas; 2nd class, 35 to 40 guineas; 3rd class, 20 to 22 guineas; and steerage, only for men, 16 guineas.

There is no assistance granted to emigrants by this colony. The address of the Agent-General for Victoria, is 8, Victoria Chambers, London, S.W.

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NEW SOUTH WALES.

DESCRIPTION.—This was the first British colony established in Australia, and originally embraced the counties now known as Tasmania, Victoria, and Queensland, which are now thriving independent colonies possessing Governments of their own. Its area is about three times the size of Great Britain. In 1882, New South Wales contained a population of 758,000 souls, including 223,554, which is the population of Sydney, the capital, on the shores of Port Jackson.

LAND.—Land may be purchased at or under 20s. an acre, and is generally sold by auction, the sum mentioned being the upset price; if, however, it should not be sold, it can be bought afterwards at the upset price. Again, land may be purchased by what is called "conditional sale," by which anyone can make a written application to purchase not less than 40 nor more than 340 acres; a deposit of 5s. per acre must be sent with the application. The ground selected for purchase must be within some distance from a town or suburbs, say from two to ten miles, according to the number of the inhabitants of the nearest village or town; at the end of three years and three months the purchaser may pay off the whole sum due upon the ground, or he can defer the payment as long as he chooses by paying 5 per cent. upon the money due. He is bound to make certain improvements upon the land within a given time, that is to say he cannot purchase the land and allow it to remain totally uncultivated. Leases of pasture land may be had in the settled districts at £2 per square mile. The land under farm cultivation is about 636,000 acres, about 20,000 acres being devoted to gardens and orchards.

CLIMATE, SOIL, AND PRODUCTIONS.—This colony possesses a fine climate, and (except in a few localities) it is unnecessary to house live stock at any season of the year. The soil is generally good, and, beside the ordinary farm products, Indian corn, sugar-cane, arrowroot, grapes, oranges, and various other kinds of fruits grow freely.

MINERALS.—Gold has been obtained in very large quantities, and it is to its auriferous deposits that the colony principally owes its rapid increase. There are large areas of coal-beds along the sea coast, much of it lying near the surface. Copper mining is also profitably worked.

EXPORTS.—The chief exports of New South Wales are gold, copper, coal, wheat, wool, wine, and fruits.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—The average rate of wages for carpenters, smiths, wheelwrights, bricklayers, and masons was from 9s. to 11s. per diem without board and lodging, and from £80 to £126 per annum with board and lodging. Farm labourers and shepherds receive from £35 to £45 per annum, with board and lodging. Female domestic servants from £20 to £30; and good cooks from £35 to £52, with board and lodging. Clothing and house rent is somewhat dearer than in England, but great facilities are offered to steady men for acquiring houses of their own. Single men can board respectably at £1 per week.

New South Wales is reached by the Orient Line of steamers, carrying passengers from London to Sydney at the same fares as to Melbourne.

Assisted passages are granted to farm labourers and their families, to certain classes of mechanics and female domestic servants, respecting which full particulars may be learnt on application to the Agent-General for New South Wales, 3, Victoria Chambers, London, S.W.

QUEENSLAND.

DESCRIPTION.—This colony contains an area of about 700,000 square miles, and has a population of about 300,000, of which about 6000 are Chinese. The capital of the colony is Brisbane, a thriving town situated on the Pacific coast, with a population of 33,000.

LAND.—Wheat-growing land may be had at 15s. per acre, payable at the rate of 1s. 6d. per acre per annum. Pasturage in twenty-five miles of run can be leased from the Government for twenty-one years, at 5s. per square mile for the first seven years, 10s. for the second, and 15s. for the third seven years. A lessee is entitled to purchase 2560 acres in one block at 10s. per acre.

CLIMATE, SOIL, AND PRODUCTIONS.—The heat in summer is very great, though the evenings are cool. A large portion of the colony being tropical or sub-tropical, it is not suited for white labour, and emigrants from Great Britain should be particular in not selecting the most northerly part of the country for settlement, as there it is the hottest. The southern part of the colony enjoys a beautiful climate, somewhat resembling that of the South of Europe. The soil is productive. Sugar-cane, cotton, maize, grapes, and other semi-tropical fruits, as well as more hardy cereals, are grown.

MINERALS.—Gold is found in the eastern portion of the colony. Coal, iron, copper, tin, and precious stones are also amongst the mineral products.

EXPORTS.—Cotton, sugar, maize, wheat, and mutton are amongst the exports, but as yet the colony is to a very great extent undeveloped.

AVERAGE RATE OF WAGES AND COST OF LIVING.—Farm labourers, married, £45 to £50 per annum, with rations; ditto, single, £35 to £40; bookbinders, 10s. per day without rations; bakers, £50 to £60 per annum, with rations; bricklayers and blacksmiths, 10s. to 12s. per day, without rations; carpenters and joiners, 12s. to 14s.; compositors, 1s. 6d. per 1000; plasterers, painters, and glaziers, 10s. to 12s. per day, without rations; shoemakers, 9s. to 10s.; shepherds, £45 to £50 per annum, with rations; tailors, 9s. to 10s. per day, without rations; wheelwrights, 10s. to 12s. per day, without rations; cooks, £30 to £50 per annum, with rations; housemaids, £25 to £30 per annum, with rations; needlewomen, 2s. 6d. to 4s. per day, without rations; washerwomen, 3s. to 3s. 6d. per day, without rations; butchers, £1 10s. to £1 15s. per week, with rations; engineers, £14 to £15 per month; general servants, 12s. to 15s. per week, with rations.

Provisions are low. Workmen's cottages can be rented in the neighbourhood of towns at from 8s. to 12s. per week.

Passengers by the Orient Line of steamers from London are booked to Brisbane at the following additions to the fares to Melbourne:—1st class, £3 15s.; steerage, £1 15s.

Assisted passages are granted to farmers, shepherds, farm labourers, vine-dressers, labourers, mechanics, and their families, and to female domestic servants, at from £1 to £6 per head. Forms of application and further particulars can be obtained from the Agent-General for Queensland, Westminster Chambers, London, S.W.

TASMANIA.

DESCRIPTION.—Tasmania is an island lying to the south of the Australian continent. It is divided from the colony of Victoria by Bass's Straits, 120 miles wide. Its area is nearly 17,000,000 acres, and its population about 120,000, of which Hobart Town contains about 22,000; the next town of importance being Launceston, with a population of 13,000.

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LAND.—The lowest price for Crown lands in Tasmania is £1 an acre, and for pastoral lands not less than 5s. per acre; but credit may be had if the purchase is beyond £15. Licenses are granted to dig for gold and to cut timber on Crown lands.

CLIMATE, SOIL, AND PRODUCTIONS.—The air is so pure and the temperature so genial, that the death-rate is very low, and will bear favourable comparison with that of any island in the known world. The surface of the country is undulating, and the soil is good. It is a rich agricultural country, and produces a great variety of crops. The native trees and shrubs are nearly all evergreen, and the smaller shrubs are mostly aromatic, and bear beautiful flowers.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—The rate of wages in Tasmania is as follows:—Carpenters, 8s. to 9s. per day; smiths, 8s. to 10s. per day; household servants, £20 to £30 per annum; plumbers, 6s. 6d. to 9s. per day; farm labourers, 10s. to 15s. per week, with a cottage, firing, and rations. The cost of living is about the same as in New South Wales.

Tasmania is reached by colonial steamers from Melbourne or Sydney. Passengers booked through from England by the Orient Line of steamers, pay the following additions to the fares from London to Melbourne, viz.:—To Launceston, 1st class, £2. 5s.; steerage, £1. 7s. 6d.; to Hobart Town, 1st class, £3. 15s. 0d.; steerage, £2.

Free or assisted passages are not granted to Tasmania, but persons paying their own passages are entitled, under certain conditions, to grants of land varying from ten to thirty acres, according to the age of the emigrant and the amount paid for his passage. Land-order warrants and general information about the colony, can be obtained on application to the Emigrant and Colonist Aid Corporation, 25, Queen Anne's-gate, Westminster, London, S.W., who are the Agents for the Tasmanian Government in this country.

NEW ZEALAND.

DESCRIPTION.—New Zealand consists of two large islands, known as the North and South, divided by Cook's Straits, a small island called Stewart's, and some smaller islets scattered around the coasts. The united area of the two islands is about 70,000,000 acres. The colonist population of the two islands is about 450,000, and that of the natives about 45,000. The colony is divided into ten provincial districts—Auckland, Wellington, Taraniki, and Hawke's Bay, in the North Island, and Nelson, Marlborough, Obago, Canterbury, Southland and Westland, in the South Island. The seat of Government is at Wellington, in the South Island, which has a population of 19,000 souls. The other principal towns are Dunedin, in the South Island, with a population of 35,000; and Auckland, in the North, with 32,000.

LAND.—The Crown land offices are at Auckland, New Plymouth, Napier, Wellington, Nelson, Blenheim, Christ Church, Dunedin, Invercargill, and Hokitika. The Crown lands are divided into town, suburban, and rural lands.

The rural lands are generally sold by auction at an upset price per acre, which varies from 5s. to 40s., according to quality.

Town and suburban lands are also sold by auction at upset prices of not less than £30 per acre for the former and £3 for the latter. The right to cut timber may be acquired by lease for a term not exceeding seven years. Forest lands are sometimes sold by auction, and unsurveyed lands are open for free sale at from £1 to £2 per acre.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate of New Zealand is excellent, and is regarded as one of the finest in the world. The summer is warmer than that of Great Britain, while the winter is much milder. It is subject to high winds which prevail at all seasons. Fogs and thunder-storms seldom occur. The soil produces luxuriant crops, and, most of the native trees and shrubs being evergreen, the country has a verdant appearance at all seasons, all the crops produced in Great Britain, besides maize and semi-tropical fruits, ripening. Large forests of Kauri pine and other valuable timbers abound in the colony.

TRADE AND EXPORTS.—Manufactures are extending most rapidly, and factories of various kinds, including ship-building yards, foundries, carriage works, tanneries, meat preserving works, saw mills, clothing factories, &c. The colony exports gold, timber, gum, wool, flax, preserved meats, wheat, oats, barley, &c., &c.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—Ordinary labourers in town and country receive from 6s. to 8s. a day. Shepherds from £35 to £80, and ploughmen from £40 to £60 per annum, with board and lodging. Married agricultural labourers, with their wives, from £50 to £80, and single men from £25 to £50, with board and lodging. Mechanics, such as carpenters, cabinet-makers, coach-builders, painters and glaziers, saddlers, harness-makers, bricklayers and shipwrights from 8s. to 12s., without rations. The wages of female domestic servants vary from £20 to £50 a year, with board and lodging. The cost of living is low, clothing of the plainer kinds is about the same as in England, but house rent is considerably higher.

New Zealand is reached by direct steam and sailing vessels from London. The fares are—Saloon, £52. 19s.; second cabin, £25; third cabin, £18; steerage, £16; or by the Orient Line of steamers to Melbourne and Sydney, from whence passengers go in colonial steamers to New Zealand for the additional fares of £6 for first-class and £4 for steerage. Assisted passages are granted to farm labourers and female domestic servants. Forms of application and every information may be obtained from the Agent-General for New Zealand, 7, Westminster Chambers, London, S.W.

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THE UNITED STATES OF AMERICA.

DESCRIPTION.—The United States extend from the Atlantic in the east to the Pacific Ocean in the west, a distance of 2760 miles ; and from Canada in the north to Mexico and the Gulf of Mexico in the south, a distance of 1600 miles. Its total area, inclusive of Alaska (acquired by purchase from Russia in 1867) is 3,542,858 acres.

The country is traversed by two great mountain chains, the Alleghanies and the Rock Mountains, which divide the country into three natural divisions, the Atlantic and Pacific slopes and the valley of the Mississippi. The highest peaks of the Rocky Mountains attain to a height of 16,000 feet above the level of the sea, while the highest peak of the Alleghany chain attains to a height of 6426 feet.

The principal river is the Mississippi, which has many important tributaries. It rises in the state of Minnesota, and after running for 3200 miles empties into the Gulf. The principal rivers flowing into the Atlantic are the Connecticut, Hudson, Delaware, Susquehanna, Potomac, and James ; and into the Pacific, the Columbia, Sacramento, and Colorado rivers.

The chain of lakes, comprising Superior, Huron, Erie, and Ontario, form a portion of the boundary line between the United States and Canada. The principal lakes belonging exclusively to the States are Michigan, Champlain, Salt Lake, Pyramid, and Indus. The capital of the United States and the seat of Government is Washington, though the principal city in point of population is New York, beautifully situated at the mouth of the Hudson River, where it empties into the Atlantic Ocean. The population of the United States is about 52,000,000.

GOVERNMENT.—The Government of the United States is a Federal Republic, composed in all of forty-six independent States and Territories, each State exercising independent powers within its own dominions, subject to the constitution and laws of the United States. The Territories are governed in part by officers appointed by the President of the Republic. By the terms of the Constitution, adopted by a Convention in 1787, and ratified by the States, general powers are vested in the Central Government at Washington. This National Government is composed of three departments, the Legislative, the Executive, and Judiciary.

The Legislative power is composed of a Congress of two houses, the Senate and the House of Representatives. The Senate is constituted by two members from each State, elected by the State Legislature. A Senator must be thirty years of age ; his term of office is six years. A Representative, or member of the "Lower House," is elected by the people for a term of two years. He must be twenty-five years of age, and a citizen of the United States of seven years' standing. One representative is elected for every 130,000 inhabitants.

The Executive power is vested in the President, who is elected for a term of four years. This and the Vice-Presidency are the only offices for which a citizen of foreign birth is not eligible.

The Judiciary department consists of a Supreme Court, with a chief justice and seven associate justices, who are appointed for life by the President, with the approval of the Senate. There are also, besides the State Courts, District Courts throughout the different States.

The Supreme Court has original jurisdiction in cases arising under the Constitution of the United States in matters affecting treaties, ambassadors, consuls, &c. The State Courts have jurisdiction over civil and criminal causes arising within the State in which they are situated, and affecting the inhabitants of that State.

RELIGION AND EDUCATION.—All religions are free by the law of the land, and are supported upon the voluntary principle. The Protestant denominations are the most numerous, but the Roman Catholics number fully one-fifth of the entire population. Spiritualists, Shakers, and Mormons are found in considerable numbers, and Orientals, composed chiefly of Chinese, are somewhat numerous in the States bordering on the Pacific. The schools are free, and supported by taxes, funds, and "school lands," given over to New States for educational purposes.

Much enterprise is exhibited in connection with newspapers. Every little town has its local publication. Each State in the Union has several ably-conducted publications, and although they are no doubt somewhat inferior in literary ability to those issued in older countries, what they lack in this respect is made up for the business energy displayed by their proprietors.

TRADE.—The principal exports of the United States are cattle, sheep, and horses, breadstuffs, provisions, cotton (raw and manufactured), tobacco, rice, fruits, mineral, oil, coal, leather, manufactures of iron and steel, including agricultural implements, engines, sewing machines, &c.

The imports chiefly consist of manufactured goods, though, by the aid of high protective duties, the manufactures of the United States are now able to produce at home many of the articles which a few years ago were imported from Great Britain. These extend to almost every description of hardware and cutlery, and the various articles of clothing of which but comparatively limited quantities are now imported. Kid gloves, silks, wines, and other articles are still imported, but the tendency on the part of the Americans is to purchase nothing abroad which can be profitably manufactured at home.

MEANS OF COMMUNICATION.—Railway and steamboat communication throughout the country is of the very best description, and offers superior accommodation to that obtainable in Europe. Long distances are traversed either by land or water with ease and comfort, and several of the lines of railway run for thousands of miles.

POSTAL AND TELEGRAPH ARRANGEMENTS.—The Post Office is controlled by the State, and money-orders afford cheap facilities for transmitting cash. The Telegraph is worked by several chartered companies, and it extends to every town and village of importance throughout the country.

CLIMATE.—A great variety of climate may be experienced in the United States. The atmosphere inland is generally dry, but that of the Atlantic coast is affected to a considerable extent by the action of the Gulf Stream. Hot summers and cold winters prevail in the Northern States, while in the south, or Gulf States, the climate is almost tropical. In the far west, particularly in California and the Southern Pacific States, the climate is mild and salubrious; while in the North-west and Northern Pacific States it

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resembles more that of Central Europe. All kinds of cereals, apples and other fruits, indigenous to temperate climates, yield good crops in the northern portion of the United States, from whence they are largely exported. In the southern portion of the country cotton, rice, tobacco, and other tropical products are chiefly grown.

EMIGRATION TO THE UNITED STATES.—(a) *Classes of Emigrants.*—As in most parts of the New World, agriculture is the staple industry here; therefore, the greatest number of openings are for those who wish to turn their attention to farming operations, either as capitalist farmers or agricultural labourers.

Manufacturing industries having developed much of late years, there is a good demand for artisans in some of the older States, where employment is to be found in connection with the mining industries, &c., and in those localities where cotton, iron steel, and other goods are produced. Clerks, shopmen, and other persons without capital, and unaccustomed to manual labour, are not much in demand.

(b) *Time to Emigrate.*—To the North and North-Western States people should not emigrate in the winter season but in the spring, though to the South and Southern Pacific States they may safely do so at any season. The voyage from Liverpool to New York usually occupies about ten days by steamer—from London one or two days longer—and a journey of four to seven days after landing will reach the most distant parts of the country.

(c) *Cost of Reaching the United States.*—Passages from the various ports in Great Britain from whence the different Atlantic steamers sail are somewhat as follows:—Saloon from £10 to £20; intermediate, from £6. 6s. to £8. 8s.; steerage, £3 to £4. 4s. There are no free or assisted passages to the United States.

THE NORTHERN STATES.

DESCRIPTION.—The Northern States, composed of those lying east of the Mississippi, and comprising with others what are known as the New England States, is the country where the Pilgrim Fathers landed the Anglo-Saxon race, and was first successfully planted. This section of the country contains many of the most populous cities, including the State capital of Washington, and the commercial capital of New York. Amongst its other large cities are Philadelphia, Chicago, Cincinnati, &c.

LAND.—Most of the lands in the Northern States having passed from the hands of the Government, are owned either by private individuals or railway companies; and, excepting in one or two States, little wild land is now vacant. In the State of Michigan principally, unredeemed lands suitable for agricultural purposes are still to be found at prices from five dollars per acre.

CLIMATE, SOIL, AND PRODUCTIONS.—The climate of the Northern States varies considerably, and though the winters are colder than those of Great Britain, the summers are much warmer. The soil also varies in different localities, though a very large portion is of the best description for agricultural purposes. Many of the farms are under a high state of cultivation. Cereals of all kinds, grasses, and a great variety of root crops, while fruits, including peaches and grapes, are grown in abundance.

MINERALS AND TIMBER.—Iron, petroleum, and coal, is found plentifully in the States of Ohio and Pennsylvania, lead in Illinois, zinc in New Jersey and Pennsylvania, and tin in Maine. Pine timber grows in the States of

Maine and Michigan, where lumbering operations are still carried on to some extent. Hardwood timber is produced in most of the Northern States.

MANUFACTURES AND EXPORTS.—The chief manufactures of the Northern States are iron and steel, cotton goods, machinery, fire-arms, cutlery, electro-plated goods, watches and clocks, earthenware, woollen clothes, silks, &c., all of which are exported in considerable quantities, together with lead, copper, zinc, lumber, sashes and doors, leather, beef, pork, mutton, cheese, fruits, &c.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—Farm hands receive from £2. 10s. to £3 per month, with board and lodging, and from 4s. to 8s. per day during three months of the summer season, with board and lodgings; female servants get from 30s. to 50s. per month. Miners and mechanics also receive higher wages than in England, but the cost of living and clothing is more expensive, board and lodgings costing from 20s. to 30s. per week.

THE SOUTHERN STATES.

DESCRIPTION.—The Southern States are bounded on two sides by the Atlantic Ocean and the Gulf of Mexico. They comprise that portion of the States where until the Civil War negro slavery was tolerated by legislature. Now, however, the coloured population enjoy the same privileges as the whites. The principal cities of the South are New Orleans, with a population of 191,418; Charlestown, and Memphis.

LAND.—Most of the land in these States is in the hands of private individuals, though there is a large quantity held by the Governments of several States; and in Florida alone the State lands comprise an area of about 15,000,000 acres. These lands may be purchased at prices varying from one dollar per acre and upwards, by addressing the local State Commissioner of Lands.

CLIMATE, SOIL, AND PRODUCTIONS.—In the "Sunny South" the climate is mild and warm, and in the elevated parts of the country is healthy, but on the low-lying lands near the Mississippi and other rivers, and in the vicinity of swamps, fevers are prevalent. The soil is generally good, and produces maize, cotton, indigo, sugar, rice, tobacco, oranges, lemons, pine apples, bananas, grapes, and peaches, besides the various fruits, vegetables, and cereals common to the more northern climates.

Indeed, judging from the letter which appeared in the *People*, on the 15th April, 1883, the land would appear to be an earthly paradise. We quote *in extenso* :—

"In 1819, Florida was purchased by the United States, and formally ceded by Spain. In 1822, a territorial government was established; in 1845, she was admitted to the Union; and in January, 1861, she seceded. Such is the history briefly told. Discovered in 1497, and made the battle ground of strife until 1858, it is a marvel, says a writer, 'not that she has accomplished so little, but that she exists at all, and that her boundless forests, her lovely rivers, and beautiful lakes, are not locked in the silent embrace of a lifeless desolation.'

"Situated between latitudes 25 degrees and 31 degrees north, bounded on the east by the Atlantic, and on the west by the Gulf of Mexico, and being only about ninety miles average distance from either, there is always a delightful and invigorating breeze. At Jacksonville, in 1881, the highest temperature was 96 degrees and the lowest 32 degrees, the annual mean being 73 degrees, and from trustworthy data carefully prepared during five years

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it was found that Mentone exceeded Jacksonville in humidity nearly four per cent.

"Last year alone, Florida received no less than 50,000 visitors from the north, and no wonder. In this delicious climate every description of fruit and vegetable grown in any semi-tropical region thrives to perfection and in the wildest abundance. Oranges, lemons, pineapples, bananas, guavas, cucumbers, tomatoes, citrons, olives, pears, plums, strawberries, and grapes, form but a few of the vast variety of fruits that now grow in Florida, and from thence are shipped to the northern cities, where they realise at times almost incredible prices. The timber of the Florida forests, and especially the yellow pitch pine, excels all others in the States, being free from sap, and for the purpose of railway sleepers requires no creosoting. The orange business, however, is the one which seems now to be attracting the greatest attention, and in a recent report Her Majesty's consul at Pensacola writes:—'Of late years quite a number of market gardeners have settled near the city, and the planting of vegetables and the transportation of the crop when ripe to the northern and western markets in railroad cars has been found very profitable. New towns are springing up in all directions, and over 55,000,000 oranges have been boxed up and transported to all parts of the United States. The fruit growers are making fortunes. A ten-acre orange grove with 600 trees bought and planted at four years old will cost, including care and attention during four years, £588, and will readily sell when ten years old, that is, six years after the grove is planted, at £5000.' The trees bear in the eighth year, and will continue to do so for hundreds of years.

"Florida abounds in beautiful lakes, full of choice fish, while deer and other game are to be found in plenty if sought for. For the class of emigrant who has the command of a few hundred pounds, Florida offers the most practical and tangible inducements. Twenty or thirty acres of land there will produce as large a result as two or three hundred in the western states, and with a minimum of help, for the settler should be able to do the most of the work himself, or with a hired man or two.

"The everglades or southern half of Florida are now being drained, and vast areas of lands of the richest description are being prepared for sugar growing, and when this great work is completed in a year or two hence America ought to require no further importations of sugar, but steadily and profitably produce her own.

"On the St. John's River, which flows half through the State from north to south, and which contains a greater volume than the Rio Grande, thriving towns and cities are springing up with surprising rapidity. One of the oldest residents on the shores of this beautiful river is Mrs. Stowe, the authoress of "Uncle Tom's Cabin." Her orange grove at Mandarin is a place of pilgrimage for those who remember the excitement caused by her famous novel a quarter of a century or more ago.

"Everywhere in the State to-day are unmistakable evidences that Florida's time of prosperity has come. She has waited long, but emigrants of all kinds are now making their homes there, and the millionaires of the north are erecting handsome residences on the lakes and rivers to which they can resort in a two days' journey, and so escape the rigours of the northern winters.

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MINERALS AND TIMBER.—Gold, silver, copper, iron, lead, marble, and coal is found in the Southern States. Where the country is wooded, pine, cypress, cedar, oak, hickory, maple, and black walnut are found in considerable quantities.

MANUFACTURES AND EXPORTS.—Mills and factories of various kinds abound, and the principal exports are cotton and cotton goods, rice, sugar, tobacco, indigo, breadstuffs, meats, lumber, leather, resin, turpentine, and tar.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—Owing to the comparative abundance of coloured labour the rate of wages paid for unskilled labour in the south is low. The monthly wages of farm labourers, with board in summer and winter, is from 30s. to 50s., and the monthly wages of female servants from 15s. to 25s. Mechanics are better paid. The average is as follows:—Blacksmiths, bricklayers, carpenters, coopers, painters, plasterers, tanners, tailors, tinsmiths, and wheelwrights receive from 8s. 6d. to 10s. per day without board.

The necessaries of life can be purchased at reasonable rates, and board may generally be had cheaper than in the north, where the population is more dense.

THE WESTERN STATES.

DESCRIPTION.—Under this designation must be included the large extent of territory west of the Mississippi, bounded on its western limits by the Pacific Ocean. Much of this vast tract of country was, until recently, known as "territories," but is now divided into States, having local governments similar to the older States of the Union. A few thousand Indians still roam over the unsettled parts of the country, though most of them have been induced to settle down on the land set apart for them by the United States Government.

The principal cities in the Western States are—St. Louis, the commercial centre of the Mississippi Valley; San Francisco, on the Pacific; Galveston, and Little Rock.

LAND.—The different State Governments, in order to encourage colonization, grant lands to dual settlers who engage to cultivate it. There are also State lands for sale at prices varying from one dollar an acre upwards.

CLIMATE, SOIL, AND PRODUCTIONS.—In a large tract of country like this, the climate varies considerably, but taken as a whole it is pleasant and more healthy than that of the South. The soil over a great portion of the country is very fertile, though in certain parts it is sandy and barren, and in some of the States, as in Nevada, much of the land is mountainous, rocky, and unfit for agriculture. Besides the ordinary crops usually grown on farms in Great Britain, the west produces many of those belonging to semi-tropical climates, amongst which may be mentioned tobacco and cotton, besides the most delicate kinds of fruits. Stock raising, however, is probably the greatest industry in the Western States, and thousands of heads of cattle, many of which find their way into the English market, are raised and fed on the ranches.

MINERALS AND TIMBER.—The Western States probably possess in Nevada, New Mexico, and Colorado the richest deposits of silver in the world. Gold was first discovered in California in 1848, and is found also in New Mexico, and some other States. Coal, iron, copper, lead and marble are also amongst the minerals. Though a large extent of the country is composed of prairie lands, a considerable area is covered with timber, consisting principally of pine, spruce, cypress, cedar, cotton-wood, oak, maple, cherry, walnut, hickory, birch, and ironwood.

MANUFACTURES AND EXPORTS.—The manufactories of the west consist principally of flour, saw and planing mills, cloth factories, coopers' shops,

lead furnaces, iron works, than manufacturing cotton, cheese,

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lead furnaces, blacksmiths' and wagon makers' shops; tobacco furnaces and iron works; and the exports are more the natural productions of the country than manufactured goods. They consist principally of minerals, flour, cotton, tobacco, corned beef, meat, maize, wheat, rye, cattle, hogs, wool, cheese, fruits, &c.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—In the Western States, particularly in California and Colorado, the rate of wages paid is high. Farm hands receive from £5 to £6 per month by the year, with board and lodgings. Women as "hired girls" receive about the same. Skilled workmen, from 8s. to 15s. per day; miners, about 12s., without board. The cost of living is rather high, and board and lodgings cost from 20s. to 30s. per week.

THE NORTH-WESTERN STATES.

DESCRIPTION.—The North-Western States comprise that part of the country lying between the Mississippi and the great lakes in the east and the Pacific Ocean, whose northern extremity adjoins the Dominion of Canada. Until recently some of these States were, to a considerable extent, disturbed by Indian warfare, and the massacre of General Custer and his comrades by the Indian chief, "Sitting Bull," will still be fresh in the memory of many. Affairs have now, however, assumed a more tranquil aspect, and the Northern Pacific Railway, with its branches, is fast carrying settlement and civilisation into that part of the country which not long ago was in undisputed possession of the red man and the buffalo, both of whom are rapidly becoming extinct.

The principal cities in the north-west are St. Paul, Milwaukee, Omaha, Salt Lake City, and Portland, Oregon.

LAND.—Government lands, open for settlement, are granted to actual settlers free, under conditions they reside upon and cultivate them. Applicants must be citizens, or persons of foreign birth who have declared their intention to become such, and over the age of 21, if single or the head of a family. To such persons 160 acres is granted.

The Chicago, Milwaukee, and St. Paul Railway, the Northern Pacific Railway, and other companies owning lands throughout the country, have large tracts for sale at prices varying from 10s. per acre upwards, according to quality and location. These lands may be purchased on credit on the following terms:—One-sixth of the purchase money to be paid down; the balance in five equal annual payments, with interest at 7 per cent.

CLIMATE, SOIL, AND PRODUCTIONS.—The average summer temperature of Minnesota and Dakota is similar to that of the Atlantic States, though it is somewhat colder in winter. The air is dry, pure, and very healthy. Malarial diseases, that are common to the more southerly states, are almost unknown here. In the States of Oregon and Washington, on the Pacific coast, the climate is not so dry, and resembles more that of Great Britain than any other part of the American Continent. Over a large portion of the country the soil is good, but in some parts it is more diversified, and in sections rocky and barren. It produces large crops of wheat and other cereals, as well as root crops of various kinds, apples and other fruits. Much of the country is covered with bunch grass, upon which cattle fatten, and keep in good condition. There is a large area of this kind of land, particularly in Montana, which is considered one of the best grazing countries in the world.

MINERALS AND TIMBER.—Coal is found in many places along the line of the Northern Pacific Railway. Gold and silver have been successfully mined for some years in Montana, Wyoming, and Idaho. Iron, tin, copper, and limestone are also found. Timber scarce over a large portion of the country, but tree-planting is receiving every encouragement under the "Tree Culture Act." In the States of Washington and Oregon forests of excellent timber of large size are found, and the lumbering operations in these States are extensive and important.

MANUFACTURES AND EXPORTS.—The manufactures consist principally of the products of saw, flour, quartz, and woollen mills, foundries, machine shops, and works for canning fish. The exports are horses, cattle, sheep, wool, hides, provisions, breadstuffs, iron, lumber, canned fish, leather, and fruits.

AVERAGE RATE OF WAGES, COST OF LIVING, &c.—In Montana, Oregon, and Washington the rate of wages for every description of labour is high. Farm hands receive from £5 to £7 per month by the year, and from £10 to £12 per month during the harvest months, with board and lodgings. Women are scarce, and female servants get from £5 to £10 per month. Skilled workmen, from 12s. to 18s. per day; and miners, about 14s. a day. Board and lodging is high, and costs from 24s. to 30s. per week. Further east, in the States of Minnesota, Dakota, and Iowa wages are not so high, but the necessaries of life cost less. Farm hands receive from £3 to £5 per month, and servant girls from 30s. to 40s. per month.



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PRICE 3d.; POST FREE, FOUR STAMPS.

QUACK DOCTORS & THEIR DOINGS :

A WARNING TO INVALIDS.

Being an Exposure of the Frauds of Medical Impostors upon
their Suffering and Credulous Victims.

*Compiled from Information supplied by Persons who
have been Duped.*

BY JAMES S. GARRARD.

OPINIONS OF THE PRESS.

Mr. James S. Garrard on *Quack Doctors and their Doings* vigorously exposes the malpractices of those who prey upon the credulity of weak-minded people. The remedy, as he points out, is easy enough—"Don't go to quacks, but to legally qualified medical men, when professional advice is needed."—*The Broad Arrow*, May 13th, 1882.

Mr. James S. Garrard has just published an admirably written pamphlet on the subject of Quack Doctors which ought to be read by every young man in the country. The information which Mr. Garrard has collected in numerous towns will open the eyes of the public to the enormity of the offences of the scoundrels who have too long traded upon the credulity of their sinning victims. The exposé is full and reliable, and teems with facts supplied by the dupes themselves.—*The Brighton Herald*, May 13th, 1882.

This useful pamphlet is compiled from information supplied by persons who have been duped by the rogues who trade upon one of the inherent weaknesses of human nature. The entire system of roguery is exposed, and several of the advertisements, reprinted in facsimile, will be recognised as appearing in religious and other obscure prints. Mr. Garrard has a claim upon the gratitude of thinking people for the skill and tact with which he has carried out his work.—*The Holloway Press*, June 10th, 1882.

Those who like things to be called by their right names will welcome the appearance of a little pamphlet on *Quack Doctors and their Doings*, by James S. Garrard, which contains an exposure of the frauds of medical impostors upon their suffering and credulous victims. The author has in his unpretentious little pamphlet called a spade a spade, and does good service by his fearless exposure of the doings of advertising medical impostors, who are probably the foulest set of harpies in existence.—*The People*, October 15th, 1882.

SHEFFIELD: JAMES S. GARRARD.

LONDON & MANCHESTER: JOHN HEYWOOD.

