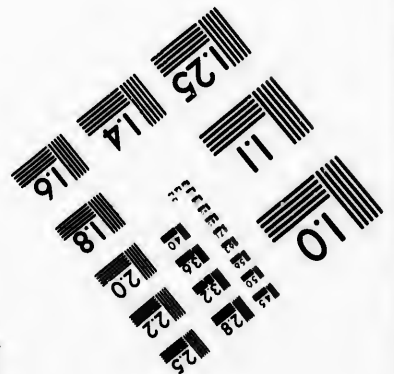
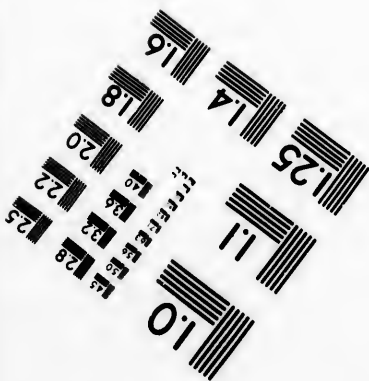
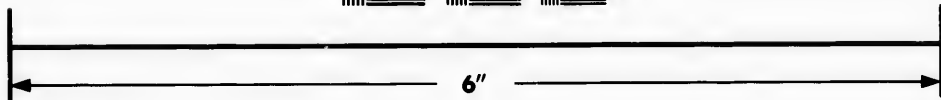
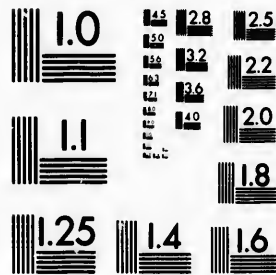


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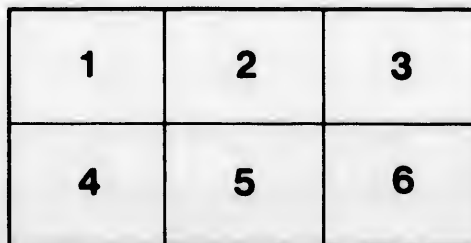
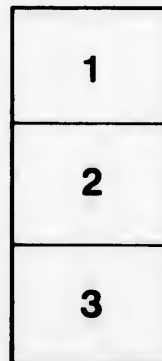
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THE
CANADIAN
EMIGRANT.

BEING A
COMPLETE GUIDE
TO THE VARIOUS
PROVINCES OF CANADA,
VIZ.—

New Brunswick, Prince Edward's Island,
Ontario, Manitoba,
Nova Scotia, British Columbia, Quebec,
AND THE
North-West Territories.

BY GEORGE POTTER.

TWOPENCE.

1884.



14, FETTER LANE, LONDON, E.C.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA,

AND ITS CONNECTIONS,

DESIRE TO DRAW THE ATTENTION OF

Booking Agents and Passengers generally

TO THE ADVANTAGES OFFERED BY THIS COMPANY TO PASSENGERS
FROM GREAT BRITAIN AND EUROPE DESTINED TO POINTS IN

Canada, Manitoba, North-West Territories
Dakota, Montana, Oregon, California,
and the United States generally.

Ocean Steamship Lines

TO
QUEBEC IN SUMMER, & PORTLAND & HALIFAX
IN WINTER.

The Shortest and Best Routes across the Atlantic, the distance from Liverpool to Quebec
being only 2,900 miles, to Portland 2,700 miles.

The Steamers land the Passengers and Baggage at both places, on the wharf
from which Grand Trunk Trains start. Every convenience exists also at Halifax
for Passengers taking the Intercolonial Railway, connecting with the Grand Trunk

DEPOTS and STATIONS for the CONVENIENCE of EMIGRANTS are pro-
vided at QUEBEC, SHELBROOKE, MONTREAL, OTTAWA, HAMILTON, LONDON,
SARNIA, DULUTH and WINNIPEG, where full information can be obtained from
the Ontario, Quebec, Manitoba and Dominion Emigration Agents.

THE SPECIAL FACILITIES FOR FORWARDING FROM THE PORTS PASSE-
NGERS LANDED BY THE STEAMERS SHOULD BE POINTED OUT TO ALL
TENDING PASSENGERS.

By taking the Grand Trunk Route, the several
Transfers of Passengers and Luggage are avoided

THE AGENTS OF THE COMPANY SUPERINTEND THE LANDING OF PAS-
SENGERS FROM THE STEAMERS, AND TAKE SPECIAL CARE THAT ALL THE
WANTS ARE ATTENDED TO.

PASSENGERS AND THEIR LUGGAGE are transferred from the steamers
to the railway cars FREE OF EXPENSE.

Express Trains with through cars for Sarnia, Port Huron or Chicago, leave
these ports immediately after the arrival of the Steamers.

Passengers have every opportunity of obtaining REFRESHMENTS AT LOW
RATES at the Stations where the Trains are timed to stop for that purpose.

Greatly improved roomy carriages, well lighted, warmed, and having every
convenience, have been added to the already extensive equipment of this service.

At the Depots, which have been ERECTED FOR THE CONVENIENCE
EMIGRANTS, LARGE AND COMFORTABLE-WAITING ROOMS, WITH COM-
MODIOUS, WELL-ARRANGED SLEEPING APARTMENTS, ARE PROVIDED.

Sarnia are also provided special Sanitary arrangements as regards Bathing,
Washing, &c.

The Company's Agents are instructed to leave nothing undone that can in any
manner contribute to the care and comfort of the passengers.

INFORMATION AS TO TICKETS AND FARES can be obtained at the
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THE CANADIAN EMIGRANT.

INTRODUCTION.

In the modern history of the civilised world it would be difficult to point to any country where so many instances of men having risen from obscure poverty to competence and independence as that of Canada. Here the man, who, through years of poverty and wretchedness strove to support his family and himself in England, found that a few years of the same amount of labour brought to him a degree of prosperity which it would have been impossible for him to obtain at home. It has been said that if a man cannot succeed in England he cannot do so elsewhere, but that idea has long ago exploded; there are too many instances of men having raised themselves from the low sphere in which they were born in England to that of positions of honour in Canada, and who have displayed talents of a high order, which would in all probability have lain dormant in the Mother Country.

In all parts of the Dominion labour will always meet with its reward if care and judgment is used in selecting the proper ground in which to settle or seek for labour; and it shall, therefore, be our task to describe the country and the special features of each of its vast provinces, so that the intending emigrant may be enabled to form some idea as to which of the provinces of the Dominion it would be most desirable for him to settle.

The system of Government in Canada resembles somewhat that of England, and the emigrant is not in any way required to throw off his allegiance to the throne of England. When he settles in Canada he may exercise all the rights of citizenship, whilst still recognising the Queen as his lawful Sovereign; and however slight the weight may be given to this feature of emigration, many, many men love Old England notwithstanding the hardships which they endure, or may have endured, that the idea of severing themselves from the protection of the British flag is abhorrent in the extreme; and of course our readers are aware, that before purchasing land in America and exercising the rights of citizenship, they have to take the oath of fealty to the Republic.

We have heard of men not succeeding even in Canada, but it would be found, if the history of these men were written, that they did not labour with that spirit of determination which should stimulate the arm of every emigrant. Canada will only help them who help themselves, and to them she offers advantages which soon shows in their improved condition what she can, and what she will, do for them. Let no man leave England and expect to find that he has but to secure a piece of land and the earth will immediately bring forth its abundance. Let all such absurd notions be for ever vanished from his mind.

What is promised is this : a fair reward for honest toil and an early independence, through uniting labour with judgment. To the man who can and will observe this, there is a certainty for him and his family. But it cannot be too often urged that the idler will find himself despised man equally as much as he will in England ; and the work-houses are not the convenient places there that they are in England for those who choose to occupy them. It will be as well that the loafers remember there is not even a poor-law in Canada, and we do not think that it will be necessary, during this century, at least, to have such a law in the Dominion. Therefore, we say, let each emigrant who leaves the shores of old England do so with a light heart, even if the content of his pocket should be of a similar weight ; but, above all things, let him be prepared for honest, hard work, and there is a grand future before him, which, within a few years, he will undoubtedly reap.

GENERAL ASPECTS OF CANADA.

The Territory comprised in the Dominion of Canada contains about 3,500,000 square miles, extending from the Atlantic to the Pacific Ocean. It possesses thousands of square miles of the finest forests on the continent ; widely-spread coal fields ; extensive and productive fisheries ; its rivers and lakes are among the largest and most remarkable in the world, and the millions of acres of prairie lands in the newly opened-up North-West territories are reported as being among the most fertile on the continent of America.

Canada has a population of 4,300,000. It is divided into eight provinces, including the North-West Territory :—1. Quebec contains about 190,000 square miles ; 2. Ontario 101,780 ; 3. Nova Scotia 20,731 ; 4. New Brunswick 27,322 ; 5. Prince Edward's Island 2,136. British Columbia 341,550 ; 7. Manitoba 123,340 ; and the North-West Territory 2,650,000.

The several provinces have local legislatures, and the seat of the Dominion or Federal Parliament is at Ottawa. The Government is conducted on the same principle as that of Great Britain—viz., the responsibility of the Ministers to Parliament.

The Governor-General of the Dominion is appointed by the Queen and the Lieutenant-Governors of the various provinces by the Governor-General in Council.

Each province is divided into counties and townships, having their own local boards and councils for regulating local taxation, roads, schools, and other municipal purposes.

Religious liberty prevails.

The educational system is under the control of the various provinces. Free schools are provided and facilities are afforded to successful pupils for obtaining the highest education.

In a country like the Dominion of Canada, extending northward from the 44° of latitude, the climate is naturally variable, but, speaking generally, the summers are much hotter than in England, and the winters much colder. However, if the climate of a country is to be measured by its productions, then Canada, in the quality of her timber, grains, fruits, plants, and animals, must be accorded a front rank.

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The extremes of cold, though of short duration, and the winter covering of snow, have given Canada the reputation of having an extremely severe climate. By the warmth of the summer months the range of production is extended—in grains, from oats and barley to wheat and maize; in fruits, from apples to peaches, grapes, melons, nectarines, and apricots; in vegetables, from turnips, carrots, and cabbages, to the egg plant and tomatoes.

Snow and ice are no drawbacks to the Canadian winter. To Canada they mean not only protection to her cultivated acres, almost as valuable as a covering of manure, but the conversion of whole areas, during several months in the year, to a surface upon which every man may make his own road, equal to a turnpike, in any direction, over swamp or field, lake or river, and on which millions of tons are annually transported at the minimum cost, whereby employment is afforded for man and horse when cultivation is arrested by frost.

Intensity of winter cold has little effect upon the agriculture of a country, except the beneficial one of pulverising the soil where exposed. High spring and summer temperatures, with abundance of rain, secure the certain ripening of maize and the melon in Canada.

The great prairie region of Canada has a mean summer temperature of 65°, with abundance of rain; the winters cold and dry; climate and soil similar to that part of Russia where large cities are found. It is free from pulmonary complaints and fevers of every type, and the country generally is healthy.

The snowfall in the west and south-west parts of the territories is comparatively light, and cattle may remain in the open air all winter subsisting on the prairie grasses, which they obtain by scraping away the snow where necessary.

There are over 8,000 miles of railway in work in the Dominion, extending from the western portions of Ontario to Halifax, in Nova Scotia, and St. John in New Brunswick, while its rivers and lakes form a highway during the summer months from the interior to the ocean.

It may be mentioned that Canada possesses the most perfect system of inland navigation in the world. At the present time vessels of 600 tons go from Chicago to Montreal by way of Lakes Michigan, Huron, Erie, Ontario, and the River St. Lawrence, a distance of 1,261 miles. The Locks on the Welland Canal (connecting Lakes Erie and Ontario) and those on the St. Lawrence River, are, however, in course of enlargement to 270 feet long and 45 feet wide, with a depth of 14 feet, and when this great work is completed, steamers of 1,500 tons burthen will be able to carry produce direct from Western Canada and the Western States of America to Montreal and Quebec, which will effect a further reduction in the cost of transit of cereals and other products.

The distance from Chicago to Montreal (where ocean-going steamers of 4,000 tons can be moored alongside the quays) by the Canadian route is 150 miles less from Chicago to New York *via* Buffalo and the Erie Canal, and there are 16 more locks, and 89½ feet more lockage by the latter route than the former. It is, therefore, expected that upon the completion of the enlarged canals, much of the grain from Western Canada, as well as from the Western States of America, will find its way to Europe *via* Montreal, as, in addition to its other advantages, the distance from Montreal to Liverpool is about 300 miles less than from New York.

Canada possesses excellent postal arrangements, a post office being found in almost every village, and every place of any importance connected with the electric telegraph. 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 classes which may be recommended to emigrate to Canada are as follows:—

1. Tenant farmers in the United Kingdom, who have sufficient capital to enable them to settle on farms, may be advised to go with safety and with the certainty of doing well. The same may apply to persons who, although not agriculturists, would be able to adapt themselves to agricultural pursuits, and who have sufficient means to enable them to take up farms.
2. Produce farmers and persons with capital seeking investment.
3. Male and female farm labourers, female domestic servants (to whom assisted passages are granted), and country mechanics.

The classes which should be warned against emigration are female above the grade of servants, clerks, shopmen, and persons having a particular trade and calling, and accustomed to manual labour. These Canada offers but little encouragement.

The best time to arrive in Canada is in the middle of April, 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 to Quebec occupies, on an average, about ten days by sea, and the journey to the North-West four days longer.

Such, briefly, is a description of the general aspects of the country, and we shall now lay before its readers some of the features which characterise the various provinces of the Dominion.

NEW BRUNSWICK.

This province contains an area of about 27,322,000 acres, but at this only some 13,000,000 are fit for cultivation, and at the present time there is under cultivation only about 730,000.

The Lieutenant-General in Council may select land for settlement, and settlers obtain grants of land on the following conditions, which cannot be looked upon as severe. If he has not got the necessary sum to make the requisite purchase, he may obtain the land by giving a portion of his time in labour. The following are the terms:—

“On payment of twenty dollars cash in advance, to aid in the construction of roads and bridges in the vicinity of his location, or upon his performing labour on such roads and bridges to the extent of ten dollars per year for three years, as may be directed by the Governor in Council or officer appointed to superintend the same. He shall commence improving his location immediately after obtaining permission to occupy the same, and shall, within two years thereafter, satisfy the Governor in Council that he has built a house thereon of not less dimensions than sixteen by twenty feet, and is residing thereon, and that he has cleared at least two acres of the said land. He shall con-

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office being continued to reside upon the said land for three consecutive years, at the expiration of which time, provided he shall have cleared and cultivated at least ten acres of the said land, and performed the labour in the manner hereinbefore prescribed, or paid twenty dollars in advance, a grant shall be issued to him of the one hundred acres so located as aforesaid; provided always that, should the means of such person locating as aforesaid be limited, he may from time to time, and for reasonable periods, absent himself from said land in order to procure the means of support for himself and family without forfeiting his claim to constant residence."

This system seems to work very satisfactorily. Several colonies, both English and Scotch, have been settled in New Brunswick during the past few years, and all are, more or less, in a prosperous condition. It will be seen that the settler is not required to remain constantly upon his land, and this proviso enables himself and those of his family who are able to work, to hire themselves out at times when it is more profitable than working on his own holding, thereby enabling him to acquire a little capital to gradually stock his farm.

The Soil in New Brunswick is very fertile, and all kinds of fruit generally found in England are grown, and both fruits and potatoes command a good price in the English market. Wheat averages about 20, barley 29, oats 34, buckwheat 33, rye 20, Indian corn 41, potatoes 226, and turnips 456 bushels to the acre.

Shipbuilding is carried on to a considerable extent, and all other manufactures are steadily increasing, such as paper, soap, hardware, cotton and woollen goods, boots, shoes, leather, &c.

NOVA SCOTIA,

The population of which is nearly 450,000; and the chief city, or the capital of the province, Halifax, contains some 35,000 souls.

Nova Scotia is famous for its extensive fisheries, the products of which are sent to all parts of the globe. The value of the fisheries at the present time amounts to considerably over 6,000,000 dols., and consists of mackerel, codfish, haddock, herrings, lobster, &c.

The soil here produces excellent crops of cereals and roots; and apples are grown to a large extent for exportation, forming a considerable feature in the exports of the province.

Mining is carried on to a considerable extent, and gold, iron, coal, and gypsum are found in large quantities.

Large tracts of woodland exist in Nova Scotia, which produce excellent timber for shipbuilding and lumber, and exported in considerable quantities.

Railways have sprung up in Nova Scotia, which gives it communication with all the other parts of the Dominion.

Land for sale here is very limited, and the price runs about £9 for 100 acres; but to those who settle in the province—*bonâ fide* settlers—free grants of land are given, and to the determined man there is an excellent opportunity of making headway; and we may mention that in purchasing land here, as indeed in all the other provinces, the purchaser

of land is entitled to all or any kinds of minerals which may be found thereon.

Halifax possesses an excellent harbour, where shipping is carried on to a considerable extent, and it is connected by railways with all the prominent ports of the continent. It is the winter port of the Dominion of Canada.

Dairy farming is carried on to a great extent, and is found to be very profitable. Fruits of all kinds are cheap and plentiful, and of an extremely rich quality. Even some of the wild fruit is of a most delicious kind.

Although sheep farming is not systematically carried on, yet the country is admirably adapted for the raising of sheep, and it is believed that if a spirit of enterprise were shown in this direction, money would be rapidly made. What is wanted is the importation, and thence the raising, of some of the best breeds England has, for the purposes of wool-producing and mutton.

QUEBEC

Is divided into parishes, townships, counties, and districts. There are sixty counties in its provinces, and for the purpose of judicial administration it is divided into twenty districts. The affairs of each parish are regulated by either five or seven councillors and a mayor, who presides over the deliberations of the councillors.

It is the duty of such boards to see after the construction of, and keeping in repair of roads, bridges, and public works of a local character, and also to maintain those laws which are favourable to agriculture.

The area of Quebec comprises 120,000,000 acres of land, of which 26,029,934 have been either taken up or surveyed. The population numbers 1,360,000 persons, a good many of whom are of French origin and over 1,000,000 are Catholics.

The soil of Quebec is very rich, and is well adapted for the growth of cereals, hay, and green stuffs; cattle breeding is also very profitable. Within the last few years dead meat has been exported in large quantities, and it has been found equal to the best English mutton. Agriculture has progressed very rapidly within the last two or three years.

The great bulk of the rural population live by agriculture. The extent of a farm is generally 100 acres, farms in the older settlements being worth, as a rule, from £400 to £800 each. The sons of farmers invariably push back into the new settlements, where a partially cleared farm may be purchased for about £50; or purchase a lot from the Crown lands at a cost of between 1s. 3d. and 1s. 8d. per acre.

Upon eight of the great colonization roads, every male colonist an 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 12 acres be under cultivation. Letters Patent are then granted.

Crown lands can also be purchased at 30 cents to 60 cents an acre.

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The province has a homestead law exempting from seizure, under certain conditions, the property of emigrants.

Gold, lead, silver, iron, copper, platinum, &c., &c., are found—but mining in this province is only yet in its infancy. Phosphate mining is becoming an important industry; its value as a fertilizer is recognised in England and France, and large quantities are being exported.

The fisheries are abundant, the yield in some years amounting in value to 2,400,000 dols.

The principal cities are Quebec and Montreal, but there are many large towns.

Education in Quebec is attainable by its very poorest; free schools abound, and various institutes for higher class education are likewise plentiful; and, indeed, Quebec is one of the most flourishing of the provinces of the Dominion, and offers to the emigrant the prospect of reaching at an early date a degree of comfort and independence equal to that which he will find in any other field of emigration.

ONTARIO,

Which may be termed the principal province of the Dominion, has a population of nearly 2,000,000, and possesses an area greater than England, Ireland, and Scotland combined, and its climate is perhaps the most agreeable. Toronto has an increasing population of 800,000.

The capital, Ottawa, is the seat of the Federal Government of Canada, and residence of the Governor-General.

Farms in the older districts, which are ready for occupation, can be had here for 4% up to 10% per acre, thus affording an excellent opportunity to those having small capital, and who are, perhaps, averse to the rough work which is necessary in clearing; and the terms of payment are made very easy.

Farm labourers have excellent opportunities here for acquiring land; in the first instance, they have little or no difficulty in obtaining work at

good wages, and if they are at all thrifty they can soon obtain a farm of their own, and it will be found that many of the prominent farmers in

Ontario started with but little capital. What is necessary to make headway is simply industry and frugality, combined with careful judgment in

the management of the land when they have attained it. In some parts of the province fine limits of land can be obtained by actual settlers of

200 acres, and each unmarried member of a family—male or female—receives 100 acres.

What are called "settlement duties" must be attended to, and these are on each allotment. A clearing must be effected of at least

15 acres, and a building or a habitable house. The settler is also required to inhabit his house for six months in the year. When these

conditions are complied with, a patent is granted by the Government and the land becomes the actual property of the settler. Of course, it

is hard work for the first few years; and it is wise, before taking a grove and attempting to clear it—as it is absolutely necessary to comply

with the conditions—to see that assistance can be obtained. The settler may have the means of paying for the same, but failing to comply with

these conditions would forfeit all rights which the settler might possess in the land.

There is an opening for young men desirous of learning farming in Canada here. Many of the farmers are glad to find young men in board and lodgings in return for their labour, which is shared by the farmer and his sons, if he has any, and if they are intelligent and strive to make themselves useful, they will also obtain fair wages for their labour.

Artisans have also a good chance of making way here, but, of course, the greatest inducement is offered to the agriculturist. And it is the opinion of most practical men that in Ontario there is an excellent field for the thrifty, industrious man, and an equally good field for the man of small capital; good interest for capital can always be obtained.

PRINCE EDWARD'S ISLAND.

This Island entered into the Confederation of the Dominion of Canada in 1873. It has an area of 2,134 square miles, the soil is remarkably fertile, and is well watered with numerous springs and rivers. There is, in proportion to its size, a greater amount of land under cultivation than in any of the other provinces, but, as in Ontario, farms with good buildings and ready for occupation can be had at 4l. an acre upwards.

The island contains a population of 107,787, and there is a good opening for shipbuilders, joiners, sawyers, and blacksmiths, as well as agriculturists. Good investment for capital can always be found. There has been much energy shown by the inhabitants during the past few years.

The coast is indented by numerous bays, two of which nearly divide the island into three parts, and the harbours are numerous. The surface is gently undulating, presenting a charming aspect of hill and dale, and is well watered with numerous springs and rivers. The soil is remarkably fertile, and is well adapted for farming. All kinds of grain, fruit, and vegetables do well. Large deposits of what is called "mud" are found in the beds of all the rivers, some of them from 10 to 30 feet deep, and are used as fertilizers, giving very large crops of wheat and clover. Potatoes, oats, and barley, have been the principal staples for export; horses have also been raised in numbers, and are sought after by dealers from the Northern New England States. 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. The climate is temperate and healthy, and fogs do not prevail to the same extent as on the coasts of Nova Scotia. A submarine cable connects the island with New Brunswick. There is one railroad on the island 198½ miles long. It is under the control of the Dominion.

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Government. Steamers ply constantly between the ports on the islands and the seaports of Nova Scotia, New Brunswick, and 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.

BRITISH COLUMBIA.

This province, which includes Vancouver's Island, is the most western of the provinces which constitute the Dominion of Canada, its boundaries being the Rocky Mountains on the east, and the Pacific Ocean on the west.

It possesses many fine harbours, one of which (Burrard Inlet) will probably form the terminus of the Canadian Pacific Railway when completed; 125 miles of the line in this province are now under contract.

British Columbia has a large extent of valuable timber land, productive fisheries, which are increasing in value yearly. Gold and coal are also found in large quantities.

Heads of families, widows, or single men can obtain free grants of land from 160 to 320 acres, according to the locality; the fee is about 7 dols.

Surveyed lands can be purchased at one dollar per acre, payable over two years, and improved farms cost from £1 to £8 per acre.

The leases for mining and timber are at the disposal of the Government, and are so granted from time to time as they may think fit, and as circumstances may require.

A most important feature of the Government of this province is that which is called the "Homestead Act," and in the case of a settler having a family to support it is of the greatest importance. The farm, and all the buildings thereon, are exempted from seizure for debt up to the value of £500, as are also his chattels up to £100; so that if misfortune should assail him he is at least sure of covering for himself and family.

This Act applies to debt incurred after the registration. The entire population of British Columbia does not exceed much over 50,000, and Victoria, its capital, contains only a population of about 5,500, and this may be accounted for by the fact that the fares by the principal staple routes are very dear; but when the Canadian Pacific Railway is opened, which will obviate in a great measure this drawback, there will be, no doubt, a great influx of settlers.

The climate of British Columbia resembles that of Great Britain more than any of the other provinces of the Dominion. Fruit is reared in the most luxuriance, and it is of the best kind; and it is quite certain that when the railway is opened up, this will form a special feature in the products of the country.

The rivers and bays teem with fish of various kinds, from the sturgeon weighing some 700 lbs. to the salmon weighing 70 and 80 lbs. The lakes and streams abound with trout of various kinds, and many other varieties of fish are found in abundance.

Gold has been found in various parts of the province, and it is emphatically asserted, by those who have surveyed the various localities

where it is to be found, that British Columbia will yet send its millions worth of gold from its shores.

Silver, copper, and iron have been found at various points of the island and it is confidently expected that, as time still further develops the industries of the country, further discoveries will be made which will give an immense impetus to the mining interests of the provinces.

At the present time, we could hardly advise a family to settle in British Columbia for the purpose of agriculture; but the enterprise shown by the inhabitants will undoubtedly, in a few years, change the aspect of affairs.

MANITOBA AND THE NORTH-WEST TERRITORIES,

The extent of which amounts to no less than the astounding figures of about 2,614,000 square miles, and it may be surprising to many to learn that this immense and fertile territory has only been opened up within the last thirteen years. The land was granted in the year 1670 to the Hudson's Bay Company during the reign of Charles II., for the purpose of hunting and trading, and was held by them and the North West Company until 1821, when these two companies amalgamated, and in 1870 their rights were transferred to the Dominion.

The soil is of great depth and very rich, and is covered with grass. The climate in summer is decidedly hot, and in winter decidedly cold, but the climate is, nevertheless, very healthy, in fact it is said to be the most healthy climate in the world.

Winter may be said to end about the beginning of April, and when the snow disappears ploughing begins, and the crops generally are harvested in August and September.

Winnipeg, the capital of Manitoba, was but a little village twelve years ago, and now it is a flourishing town, with a population of 25,000, and is rapidly increasing. Indeed the enterprise which has hitherto been shown by the inhabitants is marvellous; contracts have been made for building of various kinds, amounting to many hundreds of thousands of pounds, and so rapidly are these contracts being fulfilled, that at no distant date Winnipeg bids fair to rival in enterprise even Chicago itself.

There is no doubt that there is an excellent field for the enterprising emigrant—every temptation which land can offer is here offered—and a country so fertile, where land is so easy attainable, to what may a pushing man aspire? The dreary experience of the past is lost sight of in the great field before him, where only hard work and a determination to battle manfully with the difficulties before him will assuredly bring him competence and a social position, which will fully compensate him for the labour which he bestows.

The Canadian Pacific Railway, connecting the Atlantic and Pacific Oceans, runs through these vast territories, and is not only the shortest line but also the line which possesses the greatest length of the Rocky Mountains. The railway also passes through what is called the "fertile belt" of North America, instead of through

American aspect of emigrants. The products of the growth of the grain probably

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its million American desert, and will in a few years work such a change on the aspect of the country as will draw towards its shores great bodies of emigrants from all parts of the globe.

The productions of Manitoba are wheat, oats, barley, potatoes, and other root crops, and also all the ordinary vegetables, and so highly are its products prized, that an American writer, speaking of the quality of its wheat-growing qualities, says: "The basin of the Winnipeg is the seat of the greatest average wheat product of the American continent," *and probably of the world.*

The italics are ours, for this is the opinion of many men who by their practical experience are thoroughly to be relied upon. Another farmer of very great experience says:—"As far as the quality of the land is concerned 'it is useless to look further for better.'" Innumerable testimonies of a like nature could easily be furnished had we space to insert them.

WEST Lord Dufferin, speaking of Manitoba, says:—"It was here that Canada, emerging from the woods and forests, first gazed upon her rolling prairies and unexplored North-west, and learned, as by an unexpected revelation, that her historical territories of the Canadas, her eastern seaboard of New Brunswick, Labrador, and Nova Scotia, her Laurentian lakes and valleys, corn lands and pastures, though themselves more extensive than half-a-dozen European kingdoms, were but the vestibules and ante-chambers to that till then undreamed of Dominion, whose illimitable dimensions alike confound the arithmetic of the surveyor and the verification of the explorer. It was here that, counting her past achievements as but the preface and prelude to her future exertions and expanding destinies, she took a fresh departure, received the afflatus of a more imperial inspiration, and felt herself no longer a mere settler along the banks of a single river, but the owner of half a continent, and in the magnitude of her possession, in the wealth of her resources, in the sinews of her material might, the peer of any power on earth." And we believe the language he used was that inflexibly fixed upon his mind and borne upon him by indisputable facts.

When such testimony is before us, what more can be urged in favour of colonising such a fertile country—a country so vast that Great Britain is, comparatively speaking, a mere speck in comparison with it. A better field for the agriculturist, we believe, does not exist.

— COST OF LIVING, HOUSE RENT, AND RATE OF WAGES.

Having given the reader, as far as our space will permit, an idea of the Dominion of Canada, we shall give him an idea of the cost of living, and the rate of wages in the different quarters of the country.

Before doing so, however, we may mention the classes who are most likely to succeed, and also those who are in the greatest demand. Like all parts of the commercial world *where there is a demand for labour*, the steady, industrious man will soon outstrip his neighbours who are less thrifty than himself, but at the same time, if all men who settle in Canada were *steady and industrious*, there is plenty of room for one and

all to succeed and extend their possessions. It is only necessary to look at the figures, which we have quoted, in the various provinces to prove this assertion, and to raise a well-grounded hope in the breast of every industrious emigrant that he will meet with success.

Therefore let the emigrant and ourselves join issue on this point when he leaves the shores of dear old England—for dear it will ever be to the hearts of all true thinking men—it must be to meet with success with the determination of making his way by hard work, and abandoning the idea that he is going to land in a country where money is as plentiful that it can be acquired easily. The money that has been acquired in Canada and our other dependencies, has been acquired by hard work and honest enterprise, and the only differences between England and the colonies consist in the fact that land is waiting for a willing hand to extract its abundance and to reap the advantage therefrom, whilst in the Mother country land is locked up to a great extent by capitalists who can afford to let it lie idle.

Now the cost of provisions is very cheap in comparison to the cost of wages, and a man might live in Canada in comparative affluence upon the wages which he himself might starve upon in the Mother country. All the necessaries of life, such as meat, potatoes, bread, butter, milk, cheese, and in fact all other kinds of provision which are necessary to supply us with the comforts of life are cheap, and are certainly cheaper than in England. Clothing is, however, decidedly dearer than in England, and whilst we should not advise the emigrant to burden himself with an abundance of clothing, it is only fair to say that we should certainly advise him, as far as his means will permit, to take one or two years' supply of rough clothing before he starts.

Board and Lodging—which is really good—ranges from 10s. to 12s. per week for the artisan; and the rent of houses vary as in England. A comfortable house can be got for £1 12s. a month, and other houses may be had for £1 a month, so that even in this item the artisan gains an advantage.

WAGES, &c.

	EASTERN PROVINCES.			NORTH-WEST PROVINCES.		
	Per Month.		Per Day.	Per Month.		Per Day.
Labourers	£	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Agriculturists (with board)	2	1 8	4s. to 6s.	4	3 4	4s. to 14
Carpenters	—	—	0 7 0	—	—	0 14
Bricklayers	—	—	0 15 0	—	—	5
Bricklayers' Attendants	—	—	0 8 0	—	—	0 10
Female Domestic Servants	2	10 0	—	4	0 0	—
Cooks	3	0 0	—	6	0 0	—
Mechanics and Artisans	—	—	0 8 0	—	—	0 12

It must be stated in regard to these figures, as well as those relating to rates of wages and cost of living under the heading of the different provinces, that they are subject to alteration from time to time, as in every other country. They are only published so as to give a general idea upon the matter to persons who frequently ask for such information.

VALUABLE INFORMATION FOR EMIGRANTS.

The selection of the line of steamers by which the emigrant will choose to reach his destination is a matter of the greatest importance. Those who travel by the Allan line of Royal mail steamers will find that instead of having anything to fear from the voyage, they will be enabled to look back on the short time spent on the voyage as perhaps the most pleasant episode in their lives. Everything that it is possible to conceive which could be conducive to the comfort of the passengers, is carefully seen to by efficient officers on board these vessels, and the greatest kindness and consideration shown for the wants of all classes. It is not to be wondered at that the Allan line of steamers to Canada is, if not the most successful line in existence, one of the very first-class, and it is with the greatest confidence that we recommend our readers to put themselves in communication with the firm, whose address will be found on the cover of this guide.

Amongst the shipping agents to whom emigrants may apply with perfect confidence, are Messrs. Wincott, Cooper & Co., 3, Brabant Court, Philpot Lane, London, E.C. This firm carry on a large business, and will reply to any inquirer, giving all information about the fares, dates of sailing, and all particulars which are necessary. The members of this firm have long been connected with the principal lines, which ought to be a sufficient guarantee to all who put themselves in communication with them.

It would be well for the emigrant before leaving England to make all necessary inquiries regarding the best mode of travelling when he arrives in Canada, and ascertain the best and cheapest route by which he can reach his destination; he will thus be enabled to calculate what his actual expenses will be. We should, therefore, recommend him to put himself in communication with the agents of the Grand Trunk Railway of Canada, whose address will be found on our cover. All information will be forwarded to him free of cost, so that he may find himself in possession of all particulars for the trouble of writing a letter.

Anyone desiring reliable information about Manitoba and the Canadian North-West, should apply either personally or by letter to Alexander Begg, the agent of the Canadian Pacific Railway, 88, Cannon Street, London.

It would be advisable for the intending emigrant, before purchasing the necessary outfit for the voyage, to put himself in communication with the well-known firm of Messrs. S. W. Silver & Co., who have been connected with the colonies and established in business for nearly a century. This firm will not only furnish all information regarding the colonies, but furnish a price list of the various articles which it is advisable an emigrant should take with him. On all matters affecting the welfare of the emigrant, this firm can be relied upon for the information given, and complete outfit for the capitalist, or the few necessaries which the poorer emigrant may require, their extensive stock will readily supply. We should advise direct communication with the firm, whose address will be found on next page.

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J. Goodman, of the Minories, whose advertisement appears on another page of the Guide, can be thoroughly relied upon to furnish intending emigrants with every useful requisite, and at prices that will suit the means of all. To those intending to remain in England, his Hosier &c., will be found according to quality much under the usual prices.

In conclusion, we would wish to apologise to our readers for the brief description of the great country which this Guide introduces to them. Our space is limited, but had we volumes of space at our hands we should never tire of revealing the resources of this most fertile country; and to those who have followed our advice we can only say be temperate, industrious, energetic, and sagacious, and we wish you God-speed.

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DR. D. HARRIS writes:—"Three years ago I crossed the Atlantic, and during that and other
voyages, I found Pyretic Saline the *only thing* that had any *good* effect in sea sickness. My saloon
berth was often visited by applicants for supplies from my few bottles, and I became quite
popular in consequence."

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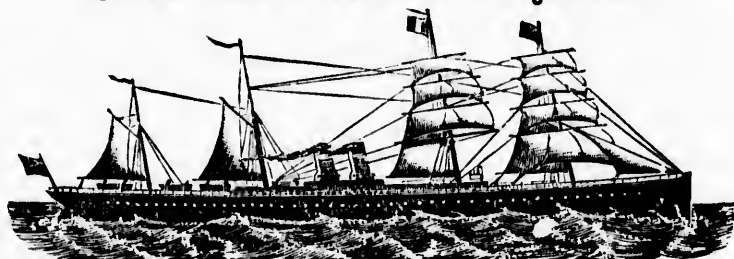
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Further Particulars can be obtained from—

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