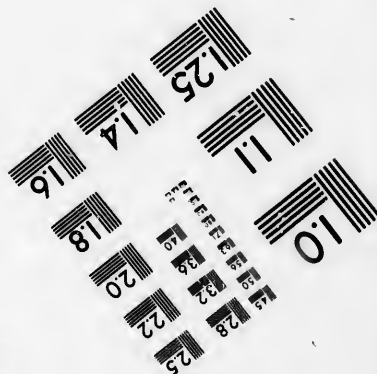
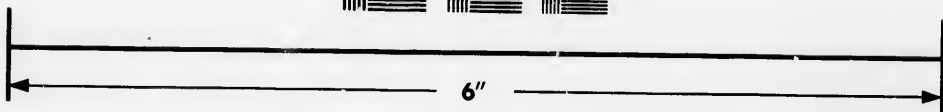
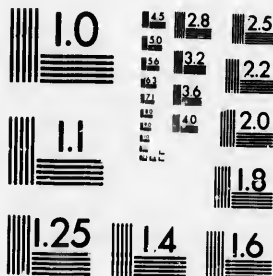


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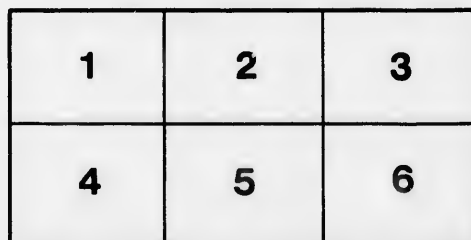
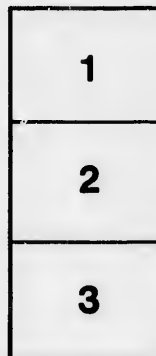
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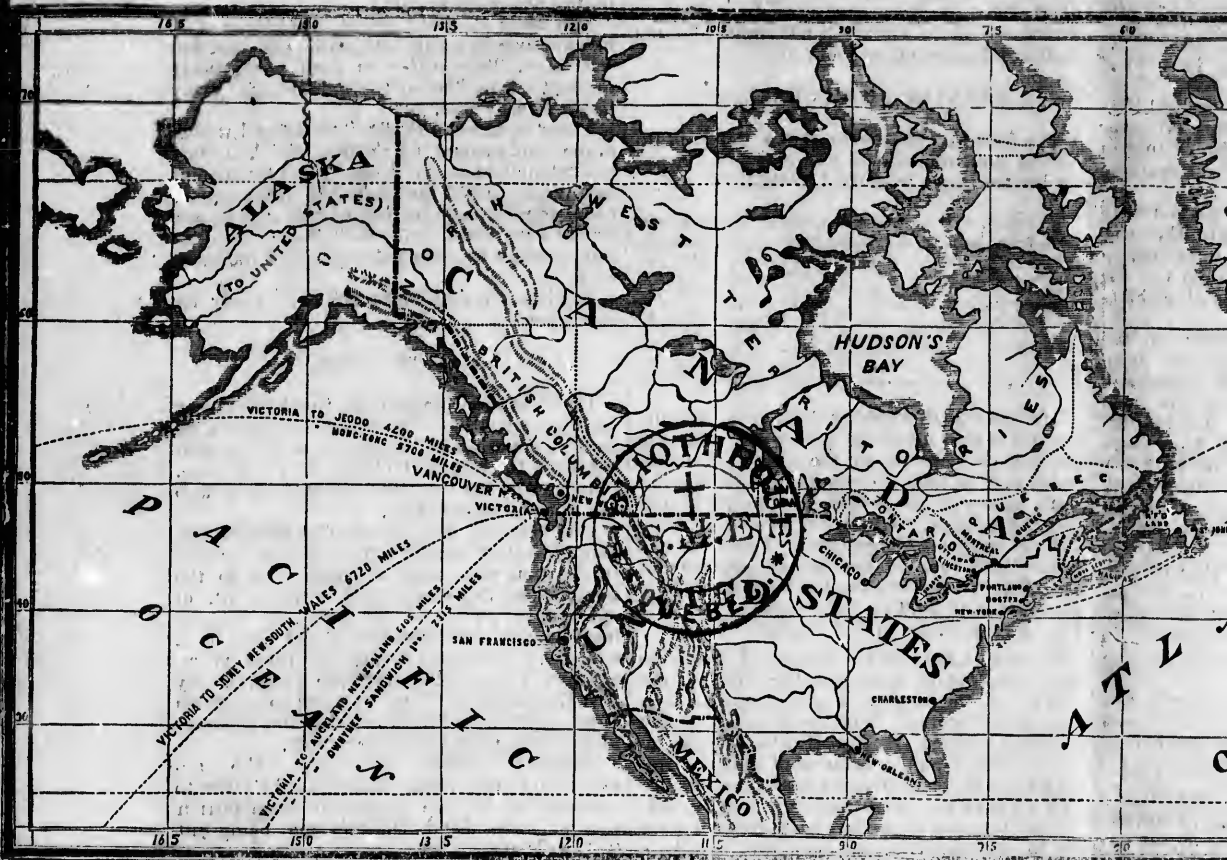
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DOMINION OF



INFORMATION FOR

Published by the Government

DEPARTMENT OF AGRICULTURE

CANADA:

ITS GEOGRAPHICAL POSITION, AND EXTENT.

The little map printed at the head of these remarks is intended to give an idea of the extent of the vast territory of British America

silver, copper, iron and other metals, together with coal, are found in bountiful profusion.

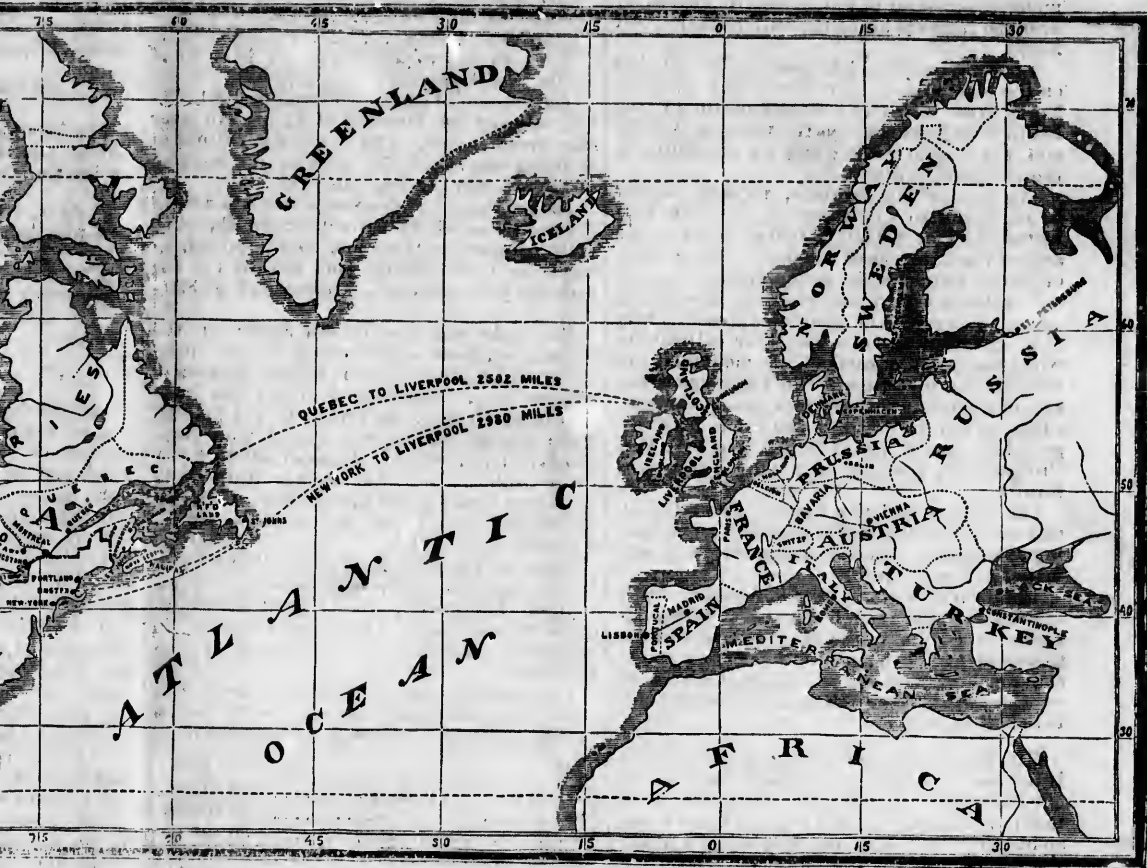
It would be needless to attempt to describe the abundant manner in which the lands of the Dominion of Canada are watered, when such Rivers are named as the St. Lawrence, St. John, Saskatchewan, Mackenzie, Fraser and their numberless tributaries, comprising such

ing extent population of 285,700, the cultivation of lumber from sea-faring industry of

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ON OF CANADA



FOR EMIGRANTS.

Government of Canada.



AGRICULTURE, OTTAWA, 1872.

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 population of New Brunswick in 1371 num
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 lumber from its rich forests. Fishing, and
 sea-faring occupations also largely engage the
 industry of the inhabitants of this Province.
 The cities of Saint John, with

tract a certain proportion of the labor of this,
 at present, the most important section of the
 Dominion of Canada.
 The principal cities of the Province of Onta
 rio are Toronto, Ottawa, Kingston, Hamilton,
 and London. Toronto is the seat of the Pro
 vincial Government, with a population of
 52,000

Coal deposits of vast extent are known to exist there, and who can say what else, in the way of mineral wealth may be discovered in the still unexplored regions of this territory?

The white population of the North West, and Rupert's Land may be said to number about 10,000, mostly officers and servants of the Hudson Bay Company. Amidst these boundless solitudes an Indian population roves over the sea-like prairies of the southern part, under the thickest of the northern forests, or over the frozen fields of the still further Great North.

The Province of British Columbia, is bounded on the east, by the Rocky Mountains, and the North West Territory; on the north, by the North West Territory; on the west, by Alaska, and the Pacific Ocean; and on the south, by the 49° of N. latitude.

The area of this Province, recently added to the Canadian Confederation, may be estimated at about 200,000,000 acres, equal to the area of the Province of Quebec. The surface of British Columbia is mountainous; but the well watered valleys, and plateaux intervening among these ranges of mountains present a very rich, and well situated field for cultivation, while the slopes of some of the mountains are adapted for pasturage. The magnificent forests of gigantic trees, the gold, and coal mines, added to the fertile lands, and the remarkably genial climate of British Columbia give to that Province the promise of a most prosperous future.

The white population number about 12,000, and are chiefly engaged in lumbering and mining operations. The Indian population is estimated at about 50,000.

The town of Victoria, situated at the southern end of Vancouver's Island, has a population of 5,000, and is the seat of the Provincial Government. The amount of business transacted in Victoria is far beyond what would be expected from a town of such a limited number of inhabitants.

This brief article on the Geography of Canada is sufficient to demonstrate that for those whose circumstances or spirit of enterprise leads them to emigrate to a new country, there exists an immense field from which to select a home. While the means of transport and travel are of the highest class in the comparatively ancient Provinces of Nova Scotia, New Brunswick, Quebec and Ontario, with their steamers, their large river and lake steamboats, their railways, and their canals, the highways of the more recent Provinces and Territories of Manitoba, and the North West are being every day extended and improved. Already access to these Provinces and Territories is easily attained, and before many years, a continuous track of railway will stretch across the whole continent, from the Atlantic seaport of Halifax to the Pacific port of Victoria—through the entire breadth of the Dominion—a line of railway which will be unrivalled, of which one thousand miles already bear the iron-horse—six hundred are under construction, and the remainder under survey.

STATISTICS OF THE DOMINION

The following is a summary of the principal statistics of the Dominion of Canada:

THE CENSUS.

COMPARATIVE STATEMENT of total Population by

from the Atlantic seaport of Halifax to the

show a rapid increase in the trade of the country.

The gross value of goods imported that year was \$74,814,330; and the value of exports \$73,573,490; making an aggregate sum of \$148,387,820 as the value of the trade of the Dominion with countries outside its boundaries.

The Commissioner of Customs in his report states the increase per cent. over the previous fiscal year to be as follows:

Products of the Mine.....	19 per cent
Do of the Fisheries.....	11 "
Do of the Forest.....	6 "
Do of animals.....	38 "
Do of Agriculture.....	12 "
Do of Manufactures.....	21 "

The amount of duties collected was \$9,462,940, showing an increase of \$1,164,031 over the previous year. The aggregate of tons of shipping was 11,415,870, showing an increase of 945,826 over the previous year.

The largest actual increase in exports during the fiscal year was from Great Britain, the value of British goods entered into consumption having risen to \$38,595,433 from \$35,764,470 the previous year, showing an increase of \$2,830,963.

The trade with the United States, on the other hand, shows a decrease in imports from that country, while there is a large increase of exports to it. The imports during the fiscal year from the U. S. amounted to \$24,728,166, while during the previous year they were \$25,477,975, showing a decrease of \$749,809. On the other hand the exports during the fiscal year were \$32,984,652 to the U. S. against \$27,846,461 the previous year, showing an increase of \$5,138,191.

These very striking facts prove that despite the customs barriers erected since the abrogation of Reciprocity, the United States require and are obliged very largely to take, in increasing quantities, the products of the Dominion.

The great increase of Canadian trade will appear more striking if we take two decennial periods and note the steady augmentation:

Year.	Total Trade.
1850	\$29,703,497
1851	34,805,461
1852	35,594,100
1853	55,782,739
1854	63,548,515
1855	64,274,630
1856	75,631,404
1857	66,437,222
1858	52,550,461
1859	58,299,242

In the two last years of the following statement the figures of the trade of New Brunswick and Nova Scotia are added to those of old Canada (the two Provinces of Quebec and Ontario) under Confederation:

Year.	Total Trade.
1860	\$ 68,955,093
1861	76,119,843
1862	79,398,067
1863	81,458,335
1864, year	34,586,054
1864-5	80,644,951
1865-6	93,479,708
1866-7	94,791,860
1867-8	119,797,879
1868-9	130,889,946

If we add the last fiscal year, we have the same rapid increase, the figures being:

1870

This increase in trade may be taken as one test of the growth of the country, which has

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CANADA: INFORMATION FOR EMIGRANTS.

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we have the eing: \$148,387,820 taken as one y, which has

The amount of net interest... \$4,354,692 90
The average rate of interest 5.56.

The debt of Canada was incurred for the construction of Public Works which are of the greatest service to the country, and will continue to be so in increasing ratio with the increase of population, whilst the cost per capita will be thereby correspondingly diminished. The present amount of net debt per capita is \$21.86. The net annual interest per capita \$1.21. These burdens are very light, compared with those of the United Kingdom, the United States and many other countries.

BANKING AND CURRENCY.

The following statement shows the paid up capital and deposits of the Chartered Banks for the ten years from 1861 to 1871:

Years.	Paid up Capital.	Deposits.
1862—June 30th.....	\$20,069,062	\$19,081,887
1863 " ".....	26,708,193	21,890,421
1864 " ".....	27,397,063	21,209,404
1865 " ".....	30,303,938	25,780,276
1866 " ".....	29,034,767	28,750,191
1867 " ".....	29,467,773	28,704,327
1868 " ".....	28,529,048	30,168,596
1869 " ".....	29,651,674	36,671,432
1870 " ".....	31,450,597	50,223,788
1871 " ".....	36,415,210	55,763,066

The increase of Banking Capital in the decenniad is thus nearly 40 per cent; while the amount of deposits in the chartered Banks which may be held to represent the realized ready money of the people has increased during the same period from \$19,664,887 to \$55,763,066 or nearly 180 per cent. From the end of the fiscal year to the end of the calendar year 1871, there was a further large increase to the amount of paid up Bank capital of \$2,126,819, making a total of \$58,542,029.

But the deposits in the Chartered Banks do not by any means represent the whole of the deposits of the people. The deposits in Govt. and Post Office and other Savings Banks and Building Societies Savings Banks amount to considerably over ten millions of dollars. Adding these to the chartered Bank deposits for July we have a total of deposits of \$63,546,624.

The discounts at the last Bank Returns were \$87,561,423 24. The combined Govt. and Bank circulation at the end of the fiscal year amounted to \$26,084,234. The increase under both these heads has been very great in the decenniad; showing at once activity and increase in the volume of business.

There are three or four chartered Banks in the Maritime Provinces whose figures are not included in the foregoing, they not being by their charters obliged to render returns, have not done so.

RAILWAYS OF THE DOMINION.

The Railways of the Dominion already in operation are over 3,000 miles in length. There are besides in process of construction 1,100 miles more. Charters have been obtained for 800 miles of Railway not yet commenced, apart from the Pacific Railway, which is to be built within 10 years, the length of which is about 2,400 miles. Of those completed the Grand Trunk is the longest, having 1,377 miles in operation. Of those being constructed the Intercolonial is the longest being from River du Loup to Halifax, about 499 miles.

The Railways of the Dominion connect with those reaching to all parts of the continent.

and colleges is also easy and open.

The education of the whole people is the rule to a far greater extent than in the United Kingdom. It is in fact almost universal.

THE LAND SYSTEM OF THE DOMINION OF CANADA.

The Dominion lands are surveyed according to the following system.

The lands are first laid out into blocks of 12 miles square by north and south and east and west lines, the outlines of each block being marked off in the survey monuments every mile and half mile.

These square blocks which are defined at each of the four corners by an iron bar boundary are subdivided as the necessities of settlement may require into 4 townships of 6 miles square each, these into 36 sections of one mile square or 640 acres each, and each of such sections into quarters of half a mile square or 160 acres each.

The lands in such block are then ready for settlement.

LAND REGULATIONS.

The Dominion lands in the North West may be obtained either free by actual settlers, on certain conditions of residence, or simply purchased at the rate of \$1 (4s 2d stg) per acre. Persons who have settled on land have also the right of pre-emption.

Free Grants.—Any person of 21 years of age, being a British subject either by birth or naturalization, may make an application to the Land Officer to be entered for a free grant, of one quarter section of 160 acres, or for any less quantity, for a homestead, and then by a continuous residence thereon for three years, and not having alienated the same, or any part thereof, he will be entitled to a Crown deed; upon receiving which the land becomes his absolute property in fee simple.

Directions how to make the application to the Land Officer will be given to immigrants by the Dominion Immigration agents. The Land Officer's fee being \$10 (£2 1s 2d stg.)

Purchase of Lands.—Any person can buy vacant lands open for settlement from the Dominion Government in Manitoba or the North West Territory, by paying therefor in cash, \$1 per acre. But no sale of more than a single section of 640 acres will be made to one person.

Pre-emption Rights.—Any person of 21 years of age being a British subject, either by birth or naturalization, who may build a dwelling upon, and inhabit and improve any quarter section (160 acres) of land, or any smaller quantity, will have the right of pre-emption there-to: he may have his application entered with the Land Officer, and may at any time obtain a patent by paying \$1 (4s 2d stg.) an acre, being the price fixed by Government for the sale of such land.

But the claimant before entering his application must make an affidavit before the Land Officer that he has not previously exercised his right of pre-emption; and he must further furnish, by his own affidavit together with the testimony of two credible witnesses, proof to the Land Officer of the settlement and improvement of the land.

No assignment of pre-emption right prior to the issuing of the patent will be recognized

and agreeable as the robust looks, stalwart frames and large families of its inhabitants abundantly testify. Its fitness for agriculture may be judged of by its staple products which are precisely those of the British Isles, with the addition of Indian corn.

No country in the world produces better crops of potatoes, turnips, and mangel wurtzel, and large quantities of the former as well as beef and other products are annually exported to the United States.

The winter is longer than in England or in Scotland, but it is the season of recreation and enjoyment. There may be about five months of agricultural inactivity when ploughing cannot be prosecuted on account of frost, but, it is well understood that, owing to this very circumstance, a single ploughing done in the autumn has as much effect in pulverizing the soil as thrice that number done in winter in England.

Fogs are frequent in summer on the shores of the Bay of Fundy, but extend a short distance only into the interior, and where the air in summer is much warmer than on the coast.

Fever and ague, those curses of some of the South Western States are unknown, and there is no peculiar disease, endemic or otherwise that can claim Nova Scotia as its home.

Nova Scotia contains all the elements of wealth and future greatness, iron and coal, both of the best quality, in close proximity. Limestone, marbles, gypsum, and sandstone of the best quality, besides extensive gold fields, giving employment to a large amount of capital and labour, and many other mineral products of lesser note.

Nova Scotia is the nearest Province of the Dominion to the mother land, in other respects she also comes nearer than either of the other Provinces in soil, in climate, and mineral productions; in her situation nearly surrounded by water; in her laws and institutions; and in the character, energy and impulses of the people; she is also one of the oldest, although among the smallest of the colonies; her population is dense. As such she offers excellent opportunities to immigrants of a class that have a limited capital to employ in agriculture and who would prefer farming lands of their own in preference to those of other people and paying as much in rent in a single year as would buy the fee simple of an estate there. For this class of people Nova Scotia offers better opportunities than any of the western countries.

The laws are just and well administered; and it has more the appearance and belongings of an olden land than any with which I am acquainted on this side of the ocean. The admirable school system places education within the reach of the poorest.

PROVINCE OF NEW BRUNSWICK.

The climate of New Brunswick is exceedingly healthy and favorable for agricultural operations. The testimony is universal on this point. Professor Johnson, a well known writer, states that the average yield per acre in New Brunswick is greater than in the State of New York or Ohio. Wheat averages 20 bushels per acre; Barley 29; Oats 34; Rye 20½; Buckwheat 33½; Indian Corn 41½; Potatoes 226; Turnips 460; and Hay 1½ tons. There are no free grants of lands, but for £4 sterling the settler can procure 100 acres, subject to the conditions that he shall take possession of the same and commence improving the land; and the £4 so paid shall be expended in the construction of roads and bridges in the neighborhood; or he may

The "Ancient" Line of Trans-Atlantic Steamers are despatched from Glasgow, calling at Liverpool; there are no stated days for sailing at present. These ships touch at Halifax.

The "Linman" Line of Steamers leave Liverpool every alternate Saturday, calling at Queens town for passengers and mails, and touching at Halifax, Nova Scotia, to land mails and passengers for New Brunswick.

By sailing ships, from any port in Great Britain, passages may be obtained; and in many cases special arrangements may be made respecting rates.

PROVINCE OF QUEBEC.

In the Province of Quebec there are about 5,720,939 acres surveyed and offered in part for sale by the Government and part in free grants sub-divided into farm lots, the lakes and large bodies of water being excluded, together with 5 per cent. for high ways.

The soil of the Province of Quebec is exceedingly fertile and capable of high cultivation; the cereals, hay, root crops and fruits, grow in abundance and perfection. It may be mentioned as a climatic fact that the Indian Corn is a large crop, and always fully ripens.

The winters are cold and the summers somewhat similar to those of France. But very exaggerated ideas prevail abroad as to the severity of the winters in this Province. The atmosphere is generally dry and exhilarating, and the cold, therefore, is not felt to be unpleasant. The snow serves a double purpose of a warm covering for the ground and making winter roads over which heavy loads can be drawn in sleighs with the greatest facility. In the newer parts of the country before the regular summer roads are made the winter is almost the only time when heavy teaming can be done.

Ploughing generally commences in April. The only disadvantage the farmer has is in the shortening of his season in which to do his work; he has none in respect to the ripening of his crops.

The climate of this Province is altogether one of the healthiest under the sun, as well as one of the most pleasant to live in. Fever and ague, those scourges of the South Western States, are unknown here; every climatic influence being healthy and pure.

Of the nearly six million acres of lands divided into farm lots offered by the Province of Quebec for sale, nearly half are accessible by good roads.

Lands purchased from the Government are required to be paid for in the following manner; one-fifth of the purchase money is required to be paid the day of the sale, and the remainder in four equal yearly instalments bearing interest at six per cent. But the price at which the lands are sold is so low, that is from 30 cts. to 60 cts. per acre (15d. to 2s. 5½d. sterling) that these conditions are very little burdensome. In fact, it is equivalent to the same thing as giving them away in the wilderness form; for the price at which they are sold barely covers the cost of making the survey and making roads.

The purchaser is required to take possession of the land sold within six months of the date of the sale, and to occupy it within two years. He must clear, in the course of ten years, ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least 16 ft. by 20 ft. The Letters Patent are issued free of charge.

On eight of the great colonization roads 84,050 acres are set apart for free grants, and in lots of 100 acres each. Any person over 18 years may demand a permit of occupation from

townships in the well watered valleys affording a constant soil is rich; and being prosperous communication.

Below Quebec Lawrence, there are able for settlement 1,223,200 acres, at 30 cts. (1s. 2½) and colonization the centre of this of 209 miles in with cross roads on the shore of

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townships in their general features are hilly, well watered with rivers, brooks and lakes, affording a considerable hydraulic power. The soil is rich; and the farmers, generally speaking, prospering. They have good facilities of communication and good markets.

Below Quebec on the south shore of the St. Lawrence, there are large tracts of land favorable for settlement. The Government have 1,223,200 acres, divided into farm lots, for sale at 30 cts. (1s. 2½d. stg.) per acre. An important colonization road has been opened through the centre of this tract, called the Taché road, of 209 miles in length. This is intersected with cross roads connecting with the settlements on the shore of the river.

The survey of the Intercolonial Railway has led to the opening up of a new township in Metapedia Valley, the soil of which is reported very good. Colonization will doubtless soon follow the railway.

To the east of the Metapedia road is the immense district of Gaspé, forming an area 3,613 miles of superficies; bounded by the St. Lawrence and the Bay of Chaleurs. It is in great part rocky and unfit for cultivation; but there are many portions which are extremely fertile, and its fishing grounds are said to be the most advantageous in the Dominion. Both sea weeds and fish are used for manure by the farmer. The Government offers for sale 491,000 acres of land in Gaspé, at from 20 to 30 cents per acre (10d. to 1s. 2½d. stg.).

There is in the Province of Quebec a homestead law for the protection of the settler for debts incurred before entering on his farm. Certain necessary articles are exempted from seizure under execution for ten years after he settles on the land. The law is carefully framed so as to grant necessary protection to the settler without at the same time destroying his credit.

PROVINCE OF ONTARIO.

The following information is condensed from the Ontario pamphlet for 1871:—

The soil varies in different localities, but a large proportion is of the very best description for agricultural purposes; water communication, by means of the great lakes, is unsurpassed; and the Province is everywhere intersected by Railways; in mineral wealth (excluding the one article, coal) Ontario probably, equals any part of the world, abounding as it does in iron, copper, lead, silver, marble, petroleum, salt, &c., &c. Its immense forests of pine timber are too well known to need any description. The great lakes abound with fish, and the forests with game.

Ontario is essentially an agricultural country. The producing class, then, is that which the country needs—men to clear the forest lands, to cultivate the soil, to build houses, to make the ordinary household goods, and to open up communication from one part of the country to another, by the construction of roads and railways.

Farmers possessing moderate means can readily purchase or lease suitable farms of from one to two hundred acres, more or less cleared and improved.

Uncleared land varies in price from 2s. to 40s. an acre, according to situation and soil. Cleared and improved farms, including the farm building, can be bought at prices ranging from £1 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land

The Free Grant lands consist of fifty three townships, each containing from 50 to 60 thousand acres. Further information respecting the Free Grant lands, and directions how to obtain them may be obtained from the Ontario Government Pamphlet; or from any of the Dominion Government Immigration Agents.

CONDITIONS OF SUCCESSFUL SETTLEMENT ON THE FREE GRANTS.

In order to make a successful settlement upon a free grant, the settler should have at the least £40 to £50 after reaching his location. But it would be an act of wisdom, on the part of immigrants on their arrival in the country, to deposit their money in a Savings Bank, where it would draw from 4 to 5 per cent. interest, and go out for a year as agricultural laborers. The experience thus acquired will far more than compensate for the time lost. The settlers are always willing to help new comers. A house, such as is required by the Act could be erected by contract for from £5 to £8; but with the assistance which the settler would certainly receive from his neighbors, it might be erected for even less. The best season of the year to go on to a free grant is the month of September, after harvest work in the old settlements is over. There is time to put up a house, and get comfortably settled before the winter sets in; and during the winter the work of chopping and clearing can go on. In this way, a crop can be got in during the first spring.

SETTLERS HOMESTEAD FUND.

During the session of 1871, the Legislature of Ontario passed an Act entitled: "To encourage settlement in the Free Grant Territory."

Section 1 sets apart the sum of £4,109 13s 4d stg to be designated the "Settlers Homestead Fund."

Section 2 authorizes the Commissioner of Agriculture and Public Works, to cause to be cleared fit for cultivation, and fenced, a plot not exceeding five acres on any lot of the Free Grant Lands under the Homestead Act of 1863; and to cause to be erected thereon, a one story house fit for habitation. But for the whole of this improvement he must not expend more than £41 1s 1½d stg.

The settler will get the land free subject to paying the cost of this improvement.

The Township of Ryerson, on the Magallowan River, north of Nipissing Junction, has been selected for the purpose of commencing this system of improvements. In this Township roads are now being constructed, and clearances are being made and houses erected.

As a number of these "Homesteads" will be ready for occupation this season, a speedy and successful settlement may be anticipated, as the result of the legislation on this subject.

The Colonization Road, now being made, will enter the Township on its western limit, about twenty miles north of the Nipissing Junction Road, at the head of Lake Rosseau.

To reach this Township from Toronto the fares are as follow:—

Toronto to Bracebridge..... £0 15s 5d stg.
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THE PUBLIC LANDS, OTHER THAN FREE GRANTS.

Large tracts of uncleared land are still in the hands of the Government of Ontario. There are in Ontario the following numbers of acres:—

Total area. Total surveyed. Total granted & sold.
77,606,400 | 25,297,480 | 21,879,048

It has been discovered that there is, in the basin of Lake Nipissing and the watershed of

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The producing class, then, is that which the

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Salt is obtained at Goderich and the neighborhood, in the shape of brine, from wells sunk to a great depth below the surface.

Large peat beds exist in many parts of the province, and the manufacture of peat for fuel is now being carried on by two companies, the Anglo-American and the Ontario.

PROVINCE OF MANITOBA.

The Province of Manitoba was created a part of the Dominion by an act of the Dominion Parliament, in the session of 1870, out of that portion of Ruperts Land, &c., bounded by 96° West long., 50° 30' North lat., 99° West long., and the territory of the United States.

Its population by the Census taken in 1871, is 11,952.

The area of the Province is 9,008,640 acres; equal to 360 Townships of 23,040 acres each. From this there is a reserve of 1,400,000 acres, equal to 60 Townships. It will, therefore, be seen that there is a large area of land in Manitoba to dispose of. The areas given, under the system of survey which has been adopted, are exclusive of roads, for which a very liberal allowance is made. For particulars of this the reader is referred to the article entitled "The Land system of the Dominion of Canada," elsewhere in this impression.

All the accounts received from Manitoba describe the soil as exceedingly fertile. In 1870, the Senate of the Dominion, taking advantage of the presence at Ottawa, of a number of persons from Red River, all more or less personally familiar with the North West Territory and resources, appointed a Select Committee to collect information from them on this subject.

The evidence taken before that Committee contains as valuable and authentic information as can be obtained, and a summary from it is therefore given for the purpose of this article.

Mr. John James Setter's Evidence.

The first witness examined was Mr. John James Setter, a school teacher and farmer, who lives at Portage La Prairie. He was born at Red River, and had resided there all his life, except 3 years, 1856-7-8 he spent in the State of Minnesota. He had travelled about 110 miles west, on the Assiniboine, in the territory. Between that river and the boundary line, the country is divided between woods and prairie. The woods are always found on the banks of streams. Trees consist of oak, ash, elm and poplar for the most part; there are also pine and cedar. The alluvial deposit varies in depth. At Red River it is about a foot deep; whilst on the Assiniboine, in the neighbourhood of the Portage, it is three feet in depth, and in some places six. White mud underlies the alluvial deposit in the Portage section, and clay in the Red River. The wild grass on witness's farm, is the ordinary prairie grass. It grows in the bottoms so tall that you can tie it over a horse's back in walking through it, but the ordinary grass is short. He raises wheat; this weighs 64 lbs. to a bushel, but he has seen it weigh 68 lbs. Barley, oats, peas, potatoes, turnips and carrots are also raised. A variety of Indian Corn is raised, and might be generally, but the people don't care about it. They generally put crops in from the middle of April to the middle of May, and harvest in August. They have never had the potato disease nor the weevil in wheat. Witness did not think there were any farms on the wooded lands; but the soil in the woods appears to be richer than on the prairie. Coal has been discovered 40 miles from Portage La Prairie, by Indians, cropping out on the river banks. They have frosts in September, but not

country than the State of Minnesota. "It is the best country I have ever seen." The only thing to detract from its agricultural advantages is, that it is so far from the sea board.

Mr. Joseph Monkman's Evidence

Joseph Monkman (half-breed), examined—He lives in St. Peter's Parish, Indian Settlement, speaks English, Chippewa and Cree. His father was an Englishman, and his mother a native of the Cree tribe. He has been as far north as the Norway House, at the extremity of Lake Winnipeg. He has also been up the Saskatchewan River, as far as Moose Lake, and as far as Carlton House, on the North Branch of the Saskatchewan. He has visited the Touchwood Hills, and been along the Qu'Appelle River. Knows the neighbourhood of Rainy Lake and the Lake of the Woods. He had heard Mr. Setter's observations about the capabilities of the country. He agreed in them. Mr. Setter has not over rated the advantages of the country. There are pines of three feet diameter. Red River is navigated as far as Fort Abercrombie, 290 miles from American territory. Witness farms himself. Last year he had a crop of wheat so heavy that it could not support itself. He sowed his wheat on 22nd April. One tushel sown yields 35. He has seen one grain of wheat make 55 heads. About 65 or 66 lbs. is the average. Barley exceeds wheat in luxuriance. He has seen a crop come off the same land for 25 years—the last much about the same as the first. It is very uncommon for the late frosts to injure grain. He has had none injured where he lives. Potatoes are invariably fine. He has grown them 2 lbs. each. He keeps 30 or 40 cattle and horses there, and houses his horses, but they can winter out. Snow is considered deep at three feet. Hemp grows taller than himself. They make maple sugar. There are a good many American merchants about Fort Garry. Water can be got anywhere they dig on the plains. Fifty miles along the shore of Manitoba Lake as good crops have been raised as on the banks of Red River. He had seen fine wheat 250 miles north of Red River. Passing Fort Peily, country is full of lakes and brackish water. It is a capital place for cattle. He does not think the frost in the country is at all an injury to farming. He manures his farm very little. He has seen a pumpkin that weighed 23 lbs. They have melons of all kinds.

Rev. W. Fletcher's Evidence.

The *Rev. William Fletcher*, examined, stated—Was born in Aberdeenshire, Scotland, and went to Portage La Prairie in 1868, from Carlisle, Ontario. Had previously been in Canada over 20 years, and is a minister of the Canada Presbyterian Church. He has been over a great deal of the Red River country from Portage down the Assiniboine to Fort Garry, and from Fort Garry to Stone Fort on Red River. There are 150 Presbyterian families in his district. From Lake Winnipeg to Fort Garry the people are almost entirely Protestant, on both sides of the river. The Protestant Churches mix a great deal. There are 10 or 12 of the Church of England, 4 of Presbyterians and 3 other places of meeting in private houses, 5 or 6 Wesleyan Methodist places of meeting. He believed the Catholics and Protestants in the settlement were about equal in numbers. Many of the Roman Catholic Churches are built at considerable cost, of stone. He should think the cold averaged 30° below zero. The range is more equal than in Canada, and, owing to the dryness of the climate, persons feel the cold less than they do in Canada. He has

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(examined)—He Indian Settlement. and Cree. His father is mother a native of been as far north as extremity of Lake been up the Suskat. Moose Lake, on the Katchewan. He has hills, and been along sows the neighbour- Lake of the Woods. observations about try. He agreed in over rated the ad- There are pines of River is navigated as e, 290 miles from ness farms himself. wheat so heavy that He sowed his wheat bushel sown yields 55 of wheat make 55 ba. is the average. luxuriance. He has the same land for 25 on for the late frosts had none injured are invariably fine. He keeps 30 ere, and houses his r out. Snow is con- Hemp grows taller maple sugar. There merchants about got anywhere they files along the shore d crops have been Red River. He had north of Red River. is full of lakes and ital place for cattle. t in the country is g. He manures his en a pumpkin (hat melons of all kinds.

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Climate resembles that of Canada, except that in summer nights are cool, and weather never sultry. It is a good country for settlement; exceedingly healthy; just such a country as he would like to make his home in. The wheat crop is excellent. He does not know anything about frosts doing any harm in summer. First frost of any severity is September. They make fences with poplar poles. Fuel question may shortly be a difficulty. He saw a great many ducks in the country, and there are a good many elk by the Assiniboine. There are plenty of prairie hens, which are larger than the Western—a cross between the quail and the partridge. The water of the rivers is wholesome but that of the lakes contains a good deal of sediment. The horses are poor. The cattle are large and very fine. He sees no obstacles to the settlement of Red River that may not be surmounted. Timber may be grown for fuel. He continued:—I intend going back, and will invite my friends to accompany me. I went to the Red River Territory with the intention of becoming a settler, if from what I saw of it I considered it a desirable place of residence and favourable to the occupation I designed to follow, that of stock-breeding and farming. I saw the country with the eyes of a practical farmer—of a Canadian who had travelled considerably over this continent and visited others of the colonies. I saw it during an exceptionally unfavorable summer and autumn and an unusually severe winter. I had ample opportunities of observing those peculiarities which must strike every stranger visiting the country for the first time, and I unhesitatingly give it as my sincerest conviction, that as regards climate, judging from what is prominently noticeable in the general good health and fine physique of the natives, and from my own personal experience, it even possesses many advantages over Canada. The fertility and inexhaustible nature of the soil are superior to that of any other part of the world.

Arthur Hamilton's Evidence.

Arthur Hamilton, examined—Was born in New Brunswick, but lived the greater part of his life in Hamilton. He testified to the richness of the soil and stated, he found the summer pleasant, the winter cold and clear. He saw some frost in the woods in September, but he was told that the frosts are earlier in the woods and swamps than in the open prairie. He was favorably impressed with the half-breeds. They are willing, good workers. The climate and country are magnificent.

Major Bolton's Evidence.

Major Boulton, examined—Is a native of Ontario. Went to Red River in August, 1869. He was engaged on Col. Dennis' survey. After leaving Pembina they enter a prairie country. As they got near Assiniboine they saw clumps of woods. The principal part of the land, from the boundary line to Assiniboine, is fit for settlement. Distance is about 64 miles. About Stinking River the country is really beautiful. Rose trees and strawberries grow in luxuriance on the higher parts of prairie to which he had referred. The grass is very nutritious, and during winter horses scrape the snow away to get it. He saw the first well to the north on a stock farm. It supplied 250 to 300 head of cattle. This well was 25 feet deep. As he went north he found the country more wooded and more stony. There are no stones on the prairie. He had not seen fruit trees on the prairie, but one or two gentlemen had lately put out apple trees, and they appeared to be doing well. The production in the harvest fields on the banks of the river was certainly wonderful last summer.

seen coal brought from the upper part of Assiniboine, which appeared to burn well. As you go further from the rivers you meet with the Buffalo grass, which is not so long, but more nutritious than the ordinary herbage. The average yield of grain in this country is greater than in Canada. Last year the yield of wheat in some parts was 40 bushels to the acre. The average is not much over 30. It weighs over 60 lbs. to the bushel. Oats are 32 lbs. to the bushel. Bailey turns out equally well. Vegetables, and especially potatoes, yield very well. In the town the price of 58ths of an ordinary Canadian cord of wood would be \$1. Hay is 5s. a cart load. Cattle come in about Christmas, and are turned out early. He would recommend immigrants to go to this country to settle, in preference to Canada. The country is healthy. There is an absence of fevers and epidemics. The immigrant should take agricultural implements with him. A man with from £50 to £100 stg. would have no difficulty in making a satisfactory living. Fish are very abundant. Lake trout and white fish can be caught in winter. There is a demand for labor in the harvest season, but as a rule every man does his own work. There are mowing and reaping machines in the country. It is his intention to return to the country.

Charles Garrett's Evidence.

Charles Garrett examined—He has lived for upwards of 11 years at Red River. He previously resided in the neighbourhood of Toronto and Lake Simcoe. He has been living at a place called Sturgeon Creek, on the Assiniboine, seven miles north of the town of Winnipeg, where he has farmed for the last 8 years. Receding from the river the soil is good—a mixture of mould and clay without a boulder. Ploughs that go through it are hard to clean. Has been to Lake Manitoba and seen the Salt Licks, which are four or five acres as a rule. Timothy grows well, but the dry springs are against the growth of clover. He has seen clover stand for years. The wheat crops are not injured by cold winds or by mildew. He has seen the harvest as early as the first week in August. Frost takes possession of the ground about the 15th October, and farming commences again on the 15th of April. The grass is very rank, and cattle eat the grass as soon as the snow is off the ground, on April 1st. He has learnt from persons beyond Portage La Prairie and north of the Saskatchewan, that the country west of Portage La Prairie to Fort Elice, and up to the Qu'Appelle, is admirable for agricultural purposes—in fact it has always been considered the finest portion of the country. He raises wheat; gets 22 to 25 bushels return for one sown. Oats are a safe crop, and yield 55 bushels to the acre. He thinks the country favourable for immigrants. He never knew one more favourable for farming. He heard it stated that by the Mackenzie River, in the more distant North-West, the spring is a fortnight earlier than with them, and that it is the finest part of the country for settlement. He has seen coal from the upper part of the Assiniboine, 3 days journey, or 80 or 90 miles from Portage La Prairie. House building is about twice as dear in Red River as Canada. Timber is more expensive, and nails are 20 cents a pound. Lumber is \$40 a thousand, lime is 18 cents a bushel, and labour in proportion. Shingles are \$4 per M. Stoves are chiefly imported from Canada and dear. He paid £14 stg. for one which he could have bought for \$50 or \$55 in Ontario. Boots, shoes and woollen goods come from Canada in bond. An emigrant should buy

got near Assiniboine they saw clumps of woods. The principal part of the land, from the boundary line to Assiniboine, is fit for settlement. Distance is about 64 miles. About Stinking River the country is really beautiful. Rose trees and strawberries grow in luxuriance on the higher parts of prairie to which he had referred. The grass is very nutritious, and during winter horses scrape the snow away to get it. He saw the first well to the north on a stock farm. It supplied 250 to 300 head of cattle. This well was 25 feet deep. As he went north he found the country more wooded and more stony. There are no stones on the prairie. He had not seen fruit trees on the prairie, but one or two gentlemen had lately put out apple trees, and they appeared to be doing well. The production in the harvest fields on the banks of the river was certainly wonderful last summer.

farmer going from Canada to Red River considers he has found a better country than he has left. On the other hand, a Red River farmer is disappointed with the soil of the Western States; he considers it thinner and poorer. He has known wheat grow on the same soil for 40 years and succeed. The farmers never use manure. Fish are plentiful. He did not find the cold affect him so much as in Canada. He intends to return to the country. The country is admirably adapted for sheep. There is no danger from wolves or other wild animals.

A pamphlet published by Mr. Spence, of Manitoba, corroborates the statements made in the above evidence taken by the Senate Committee, and the Joint Committee of both Houses of the Manitoba Legislature corroborate the correctness of the information.

The Province of Manitoba forms only a very small part of the immense territory open for settlement in the North West of the Dominion. The climate becomes milder as the traveller proceeds west; and the thermal line rises, diagonally, in a North West direction, until it reaches the Rocky Mountains.

In this territory and approaching the Rocky Mountains the largest coal field in the world is found. This important physical fact is coupled with the further fact that the country is particularly favorable for railway construction, as well with regard to agricultural as engineering facilities.

Settlers can obtain 160 acres of land free in Manitoba. For the conditions necessary to be observed to do this; or for the terms on which purchases can be made, the reader is referred to an article in another part of this impression, entitled: "The Land System of the Dominion of Canada."

Settlers can go to Manitoba either by way of the United States; or by the Northern Railway from Toronto and the Lakes, over what is known as the Dawson route. Rates of fares by the Canadian route will be found elsewhere, the head of Agents Reports.

BRITISH COLUMBIA.

The last of the Provinces which has been added to the Dominion Confederation is British Columbia, forming, so to speak, its Pacific Ocean face, and completing the chain of Provinces across the continent. The Union was completed in 1871; and one of its conditions, as agreed to by the Canadian Parliament, was, that the Pacific Railway should be built within 10 years from its date; the Dominion granting to the Province an annual subsidy of \$100,000 in return for its making over 20 miles of its territory, on each side of the proposed railway in aid of its construction.

British Columbia has, taking a straight line, a coast line of about 500 miles on the Pacific, and its total area is about 220 000 square miles.

Following statements made by the Hon. Mr. Trutch, the present Lieut. Governor of the Province, when he was in Ottawa, in April 1871, it is in the first place claimed for British Columbia, that it has a commanding position, not only as regards the trade of the western part of the continent of America, and the Islands of the Pacific, but also as regards China and Japan and other trans-Pacific countries.

Its 500 miles of coast line, has a labyrinth of islands along its whole length, forming innumerable harbours, inlets and canals; and these, together with the rivers which empty into them, team with fish; the varieties being salmon, sturgeon, mackerel, cod, herring, halibut, oulachans and whales. These fisheries, except that for whales, are for the most part undeveloped; but they are a source of great wealth

The Omineca Gold Fields, which were discovered in 1870, have during the present year attracted a considerable mining population,—to the extent of about 1,500. They are supposed to be "surface diggings," and are believed to spread over a large area of country. A quantity of gold has been taken out, but the season of 1871 has been unpropitious on account of high water in the creeks and rivers.

As respects agricultural capabilities, Mr. Trutch states that he "speaks very carefully, "as there appears to be a conflict of opinion, "at Ottawa, on this point. It is true, as has been stated, that the country is much broken up by intersecting mountain ranges. "But it must be remembered that all is not mountainous. We have a very large quantity of valuable land, available for agricultural and pastoral purposes in British Columbia on the high plateaus and interspersed among the valleys, capable of supporting a very large population; and though not perhaps constituting what may be, strictly speaking, called an agricultural country, yet amounting I think to a fourth or a third of the country; a good portion of which is now under cultivation, and yields heavy crops of "grain and roots." It may be remarked in addition to this, that agricultural produce in a country possessing the conditions of British Columbia, always commands a high price. Dearness of provisions is one of the reasons that has rendered Gold mining expensive; and the production of provisions in the country is not only sure to be profitable to the producers, but it will tend rapidly to enhance the wealth of the whole Dominion.

We shall again quote Mr. Trutch with respect to the climate of British Columbia. He says: "As to the climate I am almost afraid to touch on it. It possesses such a charm for one who has experienced it; varying as it does from the humid West of England climate of Vancouver Island and the coast region to the drier climate of the table land of the interior, and more bracing temperature of the mountain districts; but everywhere salubrious and favorable to the settlement of the country, and forming one of its main attractions."

Poessed of all these favorable conditions there can be no doubt that in the not distant future British Columbia will be the home of a large population and great wealth. The number of the actual population is not exactly known; but it is estimated in publications by Mr. Graham Alston to be about 50,000. Various circumstances have combined to keep this Province back in the past. Communication with it has been difficult; and it is contended that the fact of its having been a Crown Colony simply has not been favorable to its growth. But all this is now changed. As a part of the Dominion it has the free constitution of Canada; and the projects now on foot to open up communication with it will, when completed, make it a country of first commercial importance. The probability is that in the coming years one of the great cities of the world will arise on the borders of the Pacific within the territory of British Columbia.

The most direct route to British Columbia from England, is by way of Quebec and San Francisco, the Allan line of steamer furnishing passage tickets through from Liverpool. On arriving in Quebec, passengers proceed through to Chicago by rail, and thence by the Pacific Railway to San Francisco, where steamers ply regularly to Victoria and New Westminster. The dates of departure, rates of passage, and

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SPECIAL AGENTS OF THE DOMINION IN THE UNITED KINGDOM AND ON THE CONTINENT, (Without official residence.)

- Thomas Connolly, in connection with the London agency.
- Thomas Potts, Rural districts of Lancashire and the Western and North Western Counties of England.
- Edwin Clay, M. D. rural districts of England.
- James Ross, England and Scotland.
- David Shaw, Scotland
- Angus G. Nicholson, Highlands of Scotland
- Edward Bernard, jr., France Belgium, Alsace, and Lorraine.
- J. E. Klotz Germany.

All intending emigrants may apply, either personally or by letter prepaid, to the Canadian London Emigration Agent, address as above, or to any other Canadian Agents in the United Kingdom, for information or advice.

Copies of this publication and of the pamphlets published by the several Provinces may be obtained on application to the London Agent.

IN THE DOMINION.

OFFICERS OF THE DOMINION GOVERNMENT WHO UNDERTAKE TO ANSWER AS FAR AS IN THEIR POWER, ENQUIRIES ADDRESSED TO THEM BY PERSONS IN THE UNITED KINGDOM, RESPECTING THEIR FRIENDS OR RELATIVES IN BRITISH NORTH AMERICA.

- Ontario and Quebec*—Department of Agriculture, Ottawa.
- Nova Scotia*—The Deputy Secretary, Halifax, Nova Scotia.
- New Brunswick*—The Government. Immigration Agent, St. John, N. B.
- British Columbia*—The Colonial Secretary, Victoria, Vancouver's Island.
- Red River Territory*—Gilbert McMicken, Winnipeg, Manitoba.

GOVERNMENT IMMIGRATION AGENTS IN CANADA.

ADDRESS :

- Halifax, N. S.*—E. Clay,
- St. John, N. B.*—R. Shives.
- Miramichi, N. B.*—William Wilkinson, Acting Agent.
- Quebec*—L. Stafford, old Custom House, and Grand Trunk Station, Point Levi, where he is always in attendance on the arrival of the mail steamers, passenger vessels, and on the departure of all immigrant trains.
- Montreal*—John J. Daley,
- Ottawa*—W. J. Wills, St. Lawrence & Ottawa R. R. Station.
- Kingston*—R. Macpherson, William street.
- Toronto*—John A. Donaldson, Immigrant Depot, at corner of Strachan Avenue.
- Hamilton*—R. H. Rae, Great Western R.R. Wharf (opposite station)
- Winnipeg*—Gilbert McMicken, resident Agent for Manitoba.
- North West Territory*—Joseph N. Provencher (residence not fixed.)

These officers will afford to all immigrants applying, the fullest advice and protection, and all complaints should be immediately addressed to them on arriving. They will also furnish information as to lands open for settlement in their respective Provinces and Districts, farms for sale, demand for employment, rates of wages, routes of travel, distances, expense of conveyance and will receive and forward letters and remittances for immigrants, &c., &c.

PERSONS WHO SHOULD EMIGRATE.

The Classes recommended to emigrate to Canada are:—
 Persons with capital, seeking investment.
 Tenant farmers with limited capital who can

place put their money in a Government Savings Bank or other Bank, at interest, while they engage with some farmer, and thus while earning good wages have time to learn the ways of the country and look about, and so make the best possible investment in the purchase of their farm.

Agricultural labourers should not emigrate to Canada after the month of August, unless coming out to join friends.

THE BEST WAY TO REACH CANADA.

The emigrant should take his passage, if possible, by the regular lines of steamship, in preference to sailing vessels, as the increased comfort and saving of time in the voyage, are worth more than the difference of the fare.

The Allan steamships sail from Liverpool for Quebec and Montreal every Tuesday and Thursday during the summer, calling at Londonderry, (Ireland), the following day. During the winter these vessels go to Portland, whence the Grand Trunk Railway conveys passengers to all parts of Canada.

The Allan steamships for Nova Scotia, sail from Liverpool for Halifax every alternate Tuesday, calling at Queenstown, (Ireland) the following day.

And from Glasgow to Quebec and Montreal every Tuesday.

The steamships of Temperley's line from London, calling at Plymouth, leave every alternate Thursday.

For days of sailings of other steamers from London, see the bills or advertisements of the Companies or Agents.

Cabin fare, from Liverpool to Quebec, includes provisions, but not wines or liquors, which can be obtained on board (£15 15s.) to (£18 18s.) Intermediate passage includes provisions, beds, bedding, and all necessary utensils, (£9 9s.) Steerage passage includes a plentiful supply of cooked provisions, (£6 6s.) Luggage is taken from the ocean steamships to the railway cars free of expense.

Steerage passengers must provide their own beds and bedding, and eating and drinking tins.

First cabin passengers are allowed 20 cubic feet; intermediate passengers, 15 cubic feet, and steerage passengers 10 cubic feet of luggage free. All excess will be charged.

Children under eight years of age half price. Infants under 12 months £1 1s.

All other particulars can be had on application to Allan Brothers and Co., James street, Liverpool, and 85 Foyle street, Londonderry; to J. & A. Allan, 73 Great Clyde street, Glasgow; or to the Agents of the Company in the cities and towns of the United Kingdom.

Sailing vessels are sometimes advertised to sail from Ports in the United Kingdom in the spring of the year, and if a passenger ship sails from any place in the neighborhood where the intending emigrant resides, he may perhaps find it convenient to take passage by her, although as a rule it is much better to take a steamer, as three or four weeks time will be saved by doing so. The fare by sailing ships is generally £4 to £4 10s.

A steerage passenger should, if he could manage, and especially if he has a family, provide himself with a few tins of the Aylesbury condensed milk and cocoa, a few pounds of cheese and some pickles. The emigrant should put these things together with any other little comforts he can afford in a small trunk, which he should keep beside him in his berth.

These directions do not apply so much to passengers by the Allan line, as everything, including medical comforts, is provided in these

DEPARTMENT OF AGRICULTURE

CANADA:

ITS GEOGRAPHICAL POSITION, AND EXTENT.

The little map printed at the head of these remarks is intended to give an idea of the extent of the vast territory of British America, stretching from ocean to ocean, and measuring an air line of 3,000 miles from the outer limit of the island of Newfoundland, washed by the Atlantic, to the outer limit of Vancouver's Island in the Pacific.

This map, despite its diminutive proportions, shows strikingly the magnitude of the North American possessions of Great Britain, embracing more than half of the continent within their limits, from the southern frontier line which separates them from the United States, to their ice-bound extension towards the Arctic Pole.

The line of demarcation between the territory of the United States, and the territory of the Dominion of Canada, starts on the east from the mouth of the river Ste. Croix in the Province of New Brunswick, at a point where a land-mark, called the "Monument," is erected; following the waters of that river, it crosses a portion of the Valley of the St. John, till it reaches that noble stream—the middle course of which it then follows to the mouth of the St. Francois River; thence it is continued by a broken line till, in the Province of Quebec it reaches the 45th parallel of N. latitude, which it follows to St. Regis on the St. Lawrence. From St. Regis the boundary line between the two countries, is the middle course of the St. Lawrence, and of Lake Ontario, Niagara River, Lake Erie, River Detroit, Lake Ste. Claire, River Ste. Claire, and Lakes Huron and Superior. From the head of Lake Superior, the frontier line follows the water courses to Lac-des-Bois, and then the 49th parallel to the Pacific Ocean.

North of the frontier line, thus traced, the whole of the continent of America is Canadian soil, with the exception of the territory of Alaska, formerly Russian America.

At the eastern frontier above briefly described, lie, surrounded by the waters of the Atlantic, the Island of Cape Breton in the Dominion, together with the Provinces of Newfoundland, and Prince Edward's Island, which are British territory; and as a counterpart, at the West lie, surrounded by the waters of the Pacific, Vancouver's and other islands included in the Dominion Province of British Columbia.

It is true, a considerable portion of this enormous extent of country is not capable of sustaining a large population; but the portion that is available for agricultural and industrial purposes is of immense extent, and sufficient to afford to the emigrating population of Europe ample room for generations to come.

Along-side of good soil, and with a favorable climate, belonging to the regions where grains and grasses grow, is found the wealth of immense forests, of the best fishing grounds of the world, of mineral deposits where gold,

silver, copper, iron and other metals, together with coal, are found in bountiful profusion.

It would be needless to attempt to describe the abundant manner in which the lands of the Dominion of Canada are watered, when such Rivers are named as the St. Lawrence, St. John, Saskatchewan, Mackenzie, Fraser and their numberless tributaries, comprising such rivers as the Saguenay, and the Ottawa; and when we speak of such lakes as Ontario, Erie, Huron, Superior, Manitoba, Nipigon, Winnipeg, Mistassini.

All the British North American countries, with the exception of the Province of Newfoundland, and Prince Edward's Island are now integral parts of the Confederation, called the Dominion of Canada; the new, and yet unsettled Provinces and Territories of Manitoba, British Columbia, and the North West having joined their older, and more populous sister Provinces of Ontario, Quebec, New Brunswick and Nova Scotia.

The Province of Nova Scotia, comprising an area of about 10,000,000 of acres superficies, more than the half of which is composed of good arable land, forms a Peninsula lying between 43° and 46° N. latitude, and 61°, and 67° W. longitude:—It measures 270 miles in length from the Straits of Canso to its Western Atlantic Coast, and 100 miles in width from the Southern Atlantic Coast to the waters of the Bay of Fundy. The rich island of Cape Breton, covering about 2,000,000 acres superficies, forms also part of that Province.

Nova Scotia, apart from the fertile fields which form the half of its territory, abounds in coal, and gold mines, not to speak of the other minerals which are found in several counties. The waters by which the Peninsula and the Island are surrounded, (are stocked with the best description of sea fish. The population of this Province, numbering in the present year 387,800, is occupied in agricultural, mining and fishing pursuits, as may be inferred by the triple character of its productions.

The principal centre of population is the City of Halifax, containing 29,582 inhabitants, and being the seat of the Provincial Government. The harbour of Halifax, opening on the Atlantic, and frequented by ships from all parts of the world, and at all seasons, is one of the finest on earth.

The Province of New Brunswick, (which, with Nova Scotia, constitutes, what is commonly called in the Dominion, the Maritime Provinces) lies between 45° and 48° N. latitude, and 64° and 68° W. longitude. It is bounded on the west, by the United States (State of Maine), south, by the Bay of Fundy, and the neck of the Peninsula of Nova Scotia; east, by the Gulf of St. Lawrence, and north by the Baie des Chaleurs, and the Province of Quebec. The superficies of New Brunswick may be computed at about 18,000,000 acres of land, by far the greater part of which is good soil. This Province possesses over 500 miles of sea coast, and a correspond-

ing extent population of 285,000. The cultivation of lumber from sea-faring industry of the Province.

The cities of 28,988, and of 6,006, are situated in the interior of the Province. The most important situated at name runs through the Province. The extent of territory of St. Lawrence, and the North West, is of a gigantic river, both sides of which are the United States, and the Ontario line between the two courses. The land of all which has been settled.

The Province of 1,191,578 inhabitants, whom cultivate the grounds of the Province, and the immense forest distributed over the other, affording human skin.

The history of 59,699 inhabitants, Government export of a population of 200,000, at British North America.

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The population is the largest, forms the wealth of the Province, forests, and sea-faring industry.

AGRICULTURE, OTTAWA, 1872.

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ing extent of good fishing grounds. The
population of New Brunswick in 1871 num-
bered 285,777, principally occupied with
the cultivation of the soil, and the production of
lumber from its rich forests. Fishing, and
sea-faring occupations also largely engage the
industry of the inhabitants of this Province.

The cities of Saint John, with a population of
28,988, and of Fredericton with a population
of 6,006, are the two principal towns. Frederic-
ton, situated on the River Saint John, and
in the interior of the Province is the seat of the
Provincial Government. Saint John, one of the
most important sea ports of the Dominion, is
situated at the mouth of the river of the same
name running into the Bay of Fundy.

The Province of Quebec, covers that vast ex-
tent of territory which extends from the Gulf
of St. Lawrence to the point where the 45th pa-
rallel of N. latitude strikes the course of the
gigantic river of the same name, occupying
both sides of its valley for a distance of 950
miles, is bounded on the south by the Baie des
Chaleurs, the Province of New Brunswick and
the United States, and on the north by an
undetermined line, embracing within its limits,
the extensive watersheds of a number of riv-
ers, amongst which the most remarkable
are the Saguenay, the St. Maurice,
and the Ottawa—the latter being the dividing
line between this Province, and the Province
of Ontario along the greatest part of its
course. The area of the Province of Quebec
may be set down at about 200,000,000 acres of
land of all descriptions, the most part of
which has a fertile soil.

The Province of Quebec has a population of
1,191,578 inhabitants; the great majority of
whom cultivate the soil. The magnificent fishing
grounds of the Gulf and River St. Lawrence en-
gage the labor of a great portion of the inhabi-
tants of the lower part of the Province; while the
immense forests of the interior, and the mines
distributed from one end of the country to the
other, afford a constantly enlarging field for
human skill, labor and capital.

The historical city of Quebec, containing
59,699 inhabitants, is the seat of the Provincial
Government, and the most important Port of
export of the Dominion, while Montreal, with
a population of 107,225 is the commercial me-
tropolis, and the principal Port of Entry of
British North America.

The Province of Ontario is bounded on the East
by the Province of Quebec; on the south by the
middle course of the St. Lawrence, and the
great lakes which form the source of that great
river, and on the west, and north, by an un-
determined line which is to separate it from the
vast North West. It covers an area of about
80,000,000 acres of land, the greatest part of
which is fertile soil, and the worst of which
abounds in forests and mineral products.

The population of Ontario is 1,620,850; which
is the largest of all the Provinces. Agricul-
ture forms the principal occupation of the in-
habitants, although lumbering in the rich
forests, mining in the bountiful deposits, and
sea-faring occupations on the great lakes, at-

tract a certain proportion of the labor of this,
at present, the most important section of the
Dominion of Canada.

The principal cities of the Province of On-
tario are Toronto, Ottawa, Kingston, Hamilton,
and London. Toronto is the seat of the Pro-
vincial Government, with a population of
56,092; the Port of Toronto, opening on Lake
Ontario, is the principal inland port of the Do-
minion. Ottawa, situated on the river of the
same name, has a population of 21,545, and is
the seat of the Dominion Government. Its
Houses of Parliament and the Departmental
Buildings constitute three of the grandest and
finest edifices on the American continent.
Kingston, at the foot of Lake Ontario, has a
population of 12,407. Hamilton, at the head
of the same lake, and possessed of a very fine
harbour, counts a population of 28,716. Lon-
don, placed in the midst of that very rich
portion of Ontario called the Western Penin-
sula, has a population of 15,826.

The Province of Manitoba, of recent creation,
is established amidst the vastness of the North
West Territory:—it is bounded on the east, by
the 96° of longitude; on the west, by the
99° of W. longitude, south by the 49° of
latitude and on the north by the 53° of N. lati-
tude. The area of this Province is, therefore,
about 9,000,000 acres.

The lands of the Province of Manitoba are
prairie lands, interspersed with groves of tim-
ber—the soil being, for the greatest part of the
most fertile kind, producing wherever put
under cultivation, the most bountiful crops of
cereals, and other products.

The white population of Manitoba as taken
by the census of 1870, is 11,953. It is scattered
along the water courses of that interesting
Province. There are, besides, tribes of Indians,
residing in, and others, at times, visiting
that Province in their nomadic perambulations
over the vast western prairies. The occupa-
tions of the white population are at present
restricted to the cultivation of the soil, and
the carrying on of the fur trade.

The town of Winnipeg, which yet has only
the proportions of a village, but with good
prospects of becoming an important city, is the
seat of the Provincial Government of Manitoba.

The North West Territory, and Rupert's
Land are bounded on the east, by the Pro-
vince of Quebec, Labrador the Atlantic ocean,
Davis' Straits and Baffin's Bay; on the north,
by the Arctic Ocean; on the west, by the Ter-
ritory of Alaska, and by the Province of British
Columbia; south by the 49° of N. latitude,
and the Provinces of Ontario, and Quebec.

This vast territory, extending over two
millions of miles of superficies, is not organized
into Provinces, in the same way as the remain-
der of the Dominion, but is still undivided, and
under the immediate control of the General
Government. No doubt a large portion of this
enormous extent of surface will, for ever,
remain in its present condition of hunting, and
fishing grounds; but a superficies thereof
equal to the territory of several of the great
empires of the earth is available for cultivation.

from the Atlantic seaport of Halifax to the Pacific port of Victoria—through the entire breadth of the Dominion—a line of railway which will be unrivalled, of which one thousand miles already bear the iron-horse—six hundred are under construction, and the remainder under survey.

STATISTICS OF THE DOMINION

The following is a summary of the principal statistics of the Dominion of Canada:

THE CENSUS.

COMPARATIVE STATEMENT of total Population by Provinces, according to Census Compilations of 1871 and 1861.

	1871.	1861.	Increase per cent.
Ontario	1,620,850	1,396,091	
Increase		224,759	16.10
Quebec	1,191,576	1,111,566	
Increase		80,010	7.20
New Brunswick	235,777	252,047	
Increase		33,730	13.38
New Scotia	387,800	330,857	
Increase		56,943	17.21
	3,486,003	3,000,561	
Increase		395,442	12.80

It may be remarked with reference to the above figures that there were errors both in the taking and compiling of the Census of 1861, the correction of which would very much increase the ratio of increase during the decennial. In 1861 the temporarily absent and present were both taken at the enumeration, and both were included in the compilation, which had the effect of counting them twice.

The Census of Manitoba by the census of 1870 was 11,953, but there was considerable increase during 1871, and it is believed, in the future, the increase will be very rapid.

There has been no Census taken in British Columbia, but it may be stated the population is estimated at 50,000.

The population of the North West Territory of the Dominion, not included in the organized Provinces, is estimated to be 28,700.

Making a total population for the whole Dominion of 3,576,656.

The two island Provinces of British America, not yet included in the Dominion, Newfoundland and Prince Edward Island, had the Census taken in 1871. The population of Newfoundland was found to be 146,536; that of P. E. Island 94,021.

Making a total population of British North America of 3,817,213.

IMPORTS AND EXPORTS.

The latest returns of Imports and Exports of the Dominion, laid before Parliament, are for the fiscal year ended June 30, 1870. They

Year.	Total Trade.
1860	\$ 68,955,093
1861	76,119,843
1862	79,398,067
1863	81,458,335
1864 year	34,586,054
1864-5	80,644,951
1865-6	90,479,750
1866-7	94,791,860
1867-8	119,797,879
1868-9	130,889,946

If we add the last fiscal year, we have the same rapid increase, the figures being: 1870

This increase in trade may be taken as one test of the growth of the country, which has shown greatly accelerated progress since Confederation, in 1867.

PUBLIC ACCOUNTS.

The public accounts of the Dominion as laid before Parliament, do not bear later date than June 30, 1870, but from the statements of receipts and expenditure, as published monthly in the *Canada Gazette*, the following statement is compiled:

Receipts for the Fiscal Year ending June 30, 1871.	
Customs	\$11,820,838
Excise	4,357,609
Post Office	627,846
Public Works	1,161,691
Bill Stamps	180,793
Miscellaneous	925,394
Total	19,054,238

Expenditure for the Fiscal Year ending June 30, 1871.	
	\$15,640,256.

These figures show a large surplus of Revenue over Expenditure of \$3,413,982.

The following comparison between the fiscal years 1870 and 1871, shows an increase under every heading of receipts:—

	1869-70.	1870-71.
Customs	\$9,334,212	\$11,820,838
Excise	3,619,622	4,357,609
Post Office	573,565	627,846
Public Works	1,006,844	1,161,691
Bill Stamps	134,047	180,793
Miscellaneous	343,935	925,394
Totals	15,512,265	19,054,211

These figures may be accepted as another proof of the remarkable prosperity of the country, which has been particularly marked since Confederation.

The following is a further statement illustrative of this fact, taken from a report of Mr. Langton, the Dominion Auditor:

The receipts of Consolidated Fund have been,	
In 1867-8	\$13,687,028 49
1868-9	14,379,174 52
1869-70	15,512,225 65
	\$43,579,328 66

The expenditure in	
1867-8	\$13,436,052 96
1868-9	14,068,081 00
1869-70	14,345,599 58
	41,809,636 51

Leaving a surplus income of Consolidated Fund of

But in the expenditure of the three years there have been included payments towards the Sinking Fund, which is so much reduction of the capital of our debt—

1867-8	\$355,293 66
1868-9	426,806 66
1869-70	126,523 33
	908,606 65

so that during the three years there has been a surplus income available for the reduction of the debt, or for other expenditure on capital account of

The net debt of the Dominion, deducting assets, in 1870, was \$78,209,742 45

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The Railways of the Dominion already in operation are over 3,000 miles in length. There are besides in process of construction 1,100 miles more. Charters have been obtained for 800 miles of Railway not yet commenced, apart from the Pacific Railway, which is to be built within 10 years; the length of which is about 2,400 miles. Of those completed the Grand Trunk is the longest, having 1,377 miles in operation. Of those being constructed the Intercolonial is the longest being from River du Loup to Halifax, about 499 miles.

The Railways of the Dominion connect with those reaching to all parts of the continent.

CANALS OF THE DOMINION.

The canals of the Dominion overcome the difficulties of St. Lawrence navigation from the Straits of Belle Isle to the head of Lake Superior, a distance 2,384 miles; of which 71½ are artificial or canal navigation.

Another canal system overcomes the difficulties of the Ottawa, between Montreal and the City of Ottawa. And a further system opens navigation between Ottawa and Kingston.

A still further system connects Lake Champlain with the navigation of the St. Lawrence.

In Nova Scotia the St. Peter's Canal crosses an isthmus of half a mile, connecting St. Peter's Bay on the Southern coast of the Island of Cape Breton with the Great and Little Bras D'Or Lakes, possessing a natural outlet into the Atlantic.

POST OFFICE.

In 1870 (the latest statistics laid before Parliament) the number of Post Offices in the Dominion was 3,820; the number of miles of mail route 20,430; number of miles of annual mail travel 11,695,726; and the number of letters sent by Post 24,500,000. The postal revenue \$1,010,767; and the expenditure \$1,555,261. The number of letters between the United Kingdom and Canada was 1,215,104; and the number of papers 1,321,718.

The Post Office reaches to every village, and letters are carried at a uniform rate of 3 cents prepaid. Newspapers prepaid by the quarter from the office of publication for about ¼ of a cent each.

DOMINION TELEGRAPHS.

The Telegraph system of the Dominion reaches to almost every considerable village in the Dominion, and messages are sent at a uniform rate of 25 cents per 10 words. The telegraph is very generally used by the people, and connects with the systems of every part of the globe.

EDUCATION.

There is not space within the limits of this publication to give statistics of education in the Dominion. But it may be generally stated that the school system is of a very perfect character. In every part of the country the children of the poorest, as well as those of the well to do, find free schools, at which excellent education may be obtained; and the advantage is very generally used. The road to the higher schools

section (100 acres) of land, or any smaller quantity, will have the right of pre-emption there-to; he may have his application entered with the Land Officer, and may at any time obtain a patent by paying \$1 (4s 2d stig.) an acre, being the price fixed by Government for the sale of such land.

But the claimant before entering his application must make an affidavit before the Land Officer that he has not previously exercised his right of pre-emption; and he must further furnish, by his own affidavit together with the testimony of two credible witnesses proof to the Land Officer of the settlement and improvement of the land.

No assignment of pre-emption right prior to the issuing of the patent will be recognized by the Government.

A settler on land which he may have entered for pre-emption, may subsequently, on application to the Land Officer, have a homestead right substituted therefor.

Reservations.—The following lands are reserved from the operation of the regulations above stated :

1. The lands allotted to the Hudson's Bay Company.
2. Lands reserved for schools.
3. Wood lands set apart for supplying settlers with timber.

THE PROVINCES OF THE DOMINION.

The following is a short sketch of the principal features of the Provinces, which compose the Dominion, beginning with the most Eastern :

NOVA SCOTIA.

The Province of Nova Scotia embraces an area of about 10,000,000 acres, lying between the parallels of 43° and 46° north latitude and 61° and 67° West longitude, about half of which is estimated to be well adapted for settlement, a great proportion of it being of superior quality, the whole being well watered, in part abounding with rivers, lakes and spring brooks.

As a general rule the lands of the sea-board are rocky and sterile, exposing naked cliffs or shelving shores of granite and other hard rocks, giving the beholder an idea of hopeless desolation, poverty and barrenness, but let the visitor penetrate a few miles into the interior, which he can do as comfortably as if he were in England, and he will be surprised at the change that comes o'er the landscape. He will see thriving villages, well stocked farms and all the evidences of plenty, as well as some charming instances of refined taste and culture.

The whole sea coast abounds with fish of various descriptions as well within the Bay of Fundy, as the Gulf of Saint Lawrence and Gut of Canso. The principal fisheries being those for cod, haddock, hake, pollock, mackerel, and herrings, and are extensively prosecuted by the inhabitants as well for home use as for exportation.

The streams too, with which the province is beautifully watered abound with brook trout, which is found in every lake and stream, and in some instances salmon, too, of excellent quality.

The climate of Nova Scotia is both healthy

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PROVINCE OF NEW BRUNSWICK.

The climate of New Brunswick is exceedingly healthy and favorable for agricultural operations. The testimony is universal on this point. Professor Johnson, a well known writer, states that the average yield per acre in New Brunswick is greater than in the State of New York or Ohio. Wheat averages 20 bushels per acre; Barley 29; Oats 34; Rye 20½; Buckwheat 33½; Indian Corn 41½; Potatoes 226; Turnips 460; and Hay 1½ tons. There are no free grants of lands, but for £4 sterling the settler can procure 100 acres, subject to the conditions that he shall take possession of the same and commence improving the land; and the £4 so paid shall be expended in the construction of roads and bridges in the neighborhood; or he may, instead of paying the price named, perform works on the roads to the value of £2 a year, for a period of three years, which is to be considered an equivalent for a money payment. He is required to build a house of not less dimensions than 16 by 20 feet, reside therein, and clear and cultivate ten acres within three years; and when these conditions are complied with, a grant under the Great Seal of the Province is issued, vesting the land in him and his heirs. There is a further provision, that should the means of the settler be limited, he may, from time to time, and for reasonable periods, absent himself from his farm, in order to procure the means of support for himself and family, without forfeiting his claim. The number of acres of land actually settled in New Brunswick, is 7,534,497, and of lands open for settlement 9,762,363 acres.

The construction of the Intercolonial and other Railways has already given a great impetus to industry in New Brunswick; and it is believed that immigration to this Province will in the future be much larger than in the past.

Any poor man who is willing to work in New Brunswick is sure to get on.

The Province is for the most part heavily timbered, and lumbering is one of the great industries. It gives employment to a considerable part of the population, especially in the winter. The large quantity of timber furnishes facilities for ship building, which is largely carried on; and this leads to a considerable trade with the West Indies.

The mining resources of the Province are extensive; but they have not hitherto been much developed.

The fisheries are very rich and valuable. They are among the finest in the world.

It is believed that New Brunswick offers great advantages for Scandinavian immigrants, a colony of whom has been successfully settled in the adjoining State of Maine. But it is reported they have found the soil of New Brunswick to be of superior richness.

New Brunswick is within ten days passage of Liverpool, by steamers, of which the following regular lines are established between St John, the Chief City of the Province, and the principal ports of the United Kingdom.

The Steamers of the "Allan" Line leave Liverpool every Thursday, calling at London-derry for passengers and mails; during the winter months—from November to April—they go to Portland, (Maine); during the summer months to Montreal.—(See Messrs. Allan's advertisement for rate of passages, &c.)

six per cent. But the price at which the lands are sold is so low, that is from 30 cts. to 60 cts. per acre (15d. to 2s. 5½d. sterling) that these conditions are very little burdensome. In fact, it is equivalent to the same thing as giving them away in the wilderness form; for the price at which they are sold barely covers the cost of making the survey and making roads.

The purchaser is required to take possession of the land sold within six months of the date of the sale, and to occupy it within two years. He must clear, in the course of ten years, ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least 16 ft. by 20 ft. The Letters Patent are issued free of charge.

On eight of the great colonization roads 84,050 acres are set apart for free grants, and in lots of 100 acres each. Any person over 18 years may demand a permit of occupation from any Crown Lands Agent; and if at the end of four years he has cleared 12 acres and built a house, he may take out Letters Patent free of charge.

The parts of the Province of Quebec now inviting colonization are the valleys of the Saguenay, St. Maurice and the Ottawa; the Eastern Townships; the Lower St. Lawrence; and Gaspé.

The settlement in the valley of the SAGUENAY is much higher in latitude than Quebec, lying between the 48th and 49th parallels; but the climate is about the same as that of Quebec, and around Lake St. John it is said to be even more moderate. The soil in this locality is very rich, being argillaceous mingled with a small quantity of sand. The ordinary crops ripen very well, and a road is being completed across the country to make direct communication with the city of Quebec.

The territory watered by the St. MAURICE and its tributaries covers an immense region of 24,140 square miles. There are at present surveyed and divided into farm lots 441,200 acres for sale at 30 cts. per acre, (1s. 2½d. stg.)

The recent exploration in the valley of the Matawan, a tributary of the Upper St. Maurice, draining a large tract of land about 75 miles beyond the Laurentian chain, has revealed the existence of an extensive tract of fertile land which is now attracting the attention of colonists.

Two parallel roads, the first starting from the town of Joliette, the second from Terrebonne,—a distance of 36 miles apart—have already been opened as far as the Matawan. Settlement is taking place on them.

In the OTTAWA VALLEY the number of acres surveyed and divided into farm lots is 1,353,500, offered for sale at 30 cts. per acre (1s. 2½d. stg.) The colonization of these lands is going on very rapidly, and new townships are being opened. The valley of the Ottawa is the principal seat of the lumber operations of the Province.

Many of the tributaries of the Ottawa contain large quantities of fish. Trout are caught in large numbers in some of these back waters, and packed in snow for transport to Southern markets, where they bring a high price.

In the EASTERN TOWNSHIPS, the Government owns 922,300 acres of wild lands, which it offers at from 50 cts. to 60 cts., (2s. 3d. to 2s. 5½d. stg.) per acre. Settlement in the Eastern Townships is proceeding very rapidly. They are among the most inviting portions of the Province for settlers. The climate is somewhat milder than at Quebec or Montreal. The

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The producing class, then, is that which the country needs—men to clear the forest lands, to cultivate the soil, to build houses, to make the ordinary household goods, and to open up communication from one part of the country to another, by the construction of roads and railways.

Farmers possessing moderate means can readily purchase or lease suitable farms of from one to two hundred acres, more or less cleared and improved.

Uncleared land varies in price from 2s. to 40s. an acre, according to situation and soil. Cleared and improved farms, including the farm buildings, can be bought at prices ranging from £1 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate. Emigrants possessing means would do well not to be in a haste to purchase, but to get some experience before taking so important a step. Agricultural labourers would study their own interest by accepting employment as it will be offered on arrival, and they will soon learn how to improve permanently their condition. Persons accustomed to the use of mechanical tools, who intend turning their hands to farming, will often find such an acquisition of great convenience and value.

Men commencing as labourers, without any capital but strong arms and willing minds, seldom keep in that condition very long, but after a period of more or less duration they generally become employers of labor themselves. It is this moral certainty of rising in a social scale, when the proper means are employed, that brightens the hopes and stimulates the exertions of the needy settler.

In coming to Ontario, old country people will find themselves surrounded by appliances of comfort and civilization similar to those which they left in the old land; the means of educating their children universally diffused; religious privileges almost identically the same; the old national feeling for the land of their fathers loyally cherished; and an easy means of intercourse both by steam and telegraph, with the central heart of the great British Empire of which Canadians are proud to boast that their country forms an integral and nonconsiderable part.

THE FREE GRANT LANDS.

The Provincial Government has thrown open a large tract of land, including 53 townships, about 3,000,000 of acres, where persons may go and select for themselves the site of a future home. Every head of a family can obtain, gratis, 200 acres of land, and any person arrived at the age of 18 years, may obtain 100 acres in the Free Grant districts. This offer is made by the Government to all persons, without distinction of sex, so that a large family having several children in it at or past 18 years of age may take up a large tract, and become, in a few years, when the land is cleared and improved joint possessors of a valuable and beautiful estate. The settlement duties are: to have 15 acres on each grant of 100 acres cleared and under crop, of which, at least two acres are to be cleared and cultivated annually for five years; to build a habitable house, at least 16 by 20 feet in size; and to reside on the land at least six months in each year.

the result of the legislation on this subject.

The Colonization Road, now being made, will enter the Township on its western limit, about twenty miles north of the Nipissing Junction Road, at the head of Lake Rosseau.

To reach this Township from Toronto the fares are as follow:—

Toronto to Bracebridge.....	£0 15s 5d stg.
“ Rosseau	0 15 6

THE PUBLIC LANDS, OTHER THAN FREE GRANTS.

Large tracts of uncleared land are still in the hands of the Government of Ontario. There are in Ontario the following numbers of acres:—

Total area.	Total surveyed.	Tot'l grant'd & sold.
77,600,400	25,297,480	21,879,048

It has been discovered that there is, in the basin of Lake Nipissing and the watershed of the Ottawa, both in Ontario and Quebec, a most extensive tract of excellent land, nearly as large as the peninsula of Ontario, much of it deep-soiled as the basin of the St. Lawrence, timbered with a heavy growth of mixed white pine and hardwood, much of it as level as the St. Lawrence valley, and some as even as a prairie. It lies, moreover, near waters which either are or can be easily made navigable.

The price of such Government lands as are for sale varies with the situation. In the Algoma district it is ten pence per acre, but that is a somewhat remote region. The usual price for the more accessible tracts is from 2s to 15s per acre. The regulations, under which the lands are sold, vary considerably according as they are of ordinary character, or specially valuable for their timber or minerals. The usual settlement duties required before a patent is issued for the lands occupied are, the building of a “habitable house,” and 20 acres on a 200 acre lot to be cleared and under crop.

The names of the Land Agents may be obtained from the Ontario Pamphlet, or the Dominion Government Agents.

MINES AND MINERALS.

The mineral wealth of Ontario is not surpassed in variety and richness, but may be said to be almost entirely undeveloped.

Iron in large quantities is found a short distance back from Lake Ontario, in the country between the Georgian Bay and the Ottawa; also, in the same region, copper, lead, plumbago, antimony, arsenic, manganese, heavy spar, calc spar, gypsum or plaster of Paris, marble pronounced by good judges as fully equal to Carrara, or that obtained in Vermont, and building stone, all of them in large quantities near the surface. Gold has also been found in the same region, but not as yet in quantities sufficient to pay well. Mica is also found in considerable quantities, and is very profitably worked.

On the north shore of Lake Huron are the celebrated Bruce mines of copper, from which ore and metal to the value of about £50,000 are exported annually. Silver is found on the shores of Lake Superior, particularly in the neighborhood of Thunder Bay. Silver Islet, a small island in this bay, contains one of the richest veins of this metal ever discovered. There are other veins on the mainland almost, if not quite, as rich.

Petroleum is got in the westerly part of the Province in immense and apparently inexhaustible quantities.

grass on witness's farm, is the ordinary prairie grass. It grows in the bottoms so tall that you can tie it over a horse's back in walking through it, but the ordinary grass is short. He raises wheat; this weighs 64 lbs. to a bushel, but he has seen it weigh 68 lbs. Barley, oats, peas, potatoes, turnips and carrots are also raised. A variety of Indian Corn is raised, and might be generally, but the people don't care about it. They generally put crops in from the middle of April to the middle of May, and harvest in August. They have never had the potato disease nor the weevil in wheat. Witness did not think there were any farms on the wooded lands; but the soil in the woods appears to be richer than on the prairie. Coal has been discovered 40 miles from Portage La Prairie, by Indians, cropping out on the river banks. They have frosts in September, but not sufficient to blanch the prairie grass. There is a kind of grass which remains green at the bottom all winter. Horned cattle are kept in, in winter; but horses may run out all winter. They feed cattle in the winter. One year he bought a new place, and being short of stabling he left out some of his cattle, and these were the fattest in the spring. They were only sheltered from winds. Snow is generally a foot and a half deep; but in places there are drifts. Weather in winter is dry, and there are no sleety storms. Temperature at times 43° and 44° below zero, but very rarely. Some of his neighbours have left 30 or 40 horses running at large all winter for the last 10 years. They live on prairie grass. When he was in Minnesota it was 41° below zero. They can move about in the cold weather with comfort. They have no thaws in winter. Snow begins about middle or latter part of November. Winter is steady. Spring commences at end of March and first of April. The roads are sufficient for carriages and all the smaller streams are bridged. From his place to Fort Garry there is a good road. Average height of the prairie grass is not more than a foot. The principal farmers are English and Scotch. There are some rabbits, and the birds are ducks, geese, cranes, swans, snipe, a small partridge, prairie chickens and pigeons. The heat at midsummer goes as high as 90°. Warm weather commences at middle of May. Nights are generally cool. Oats do well. Potatoes do very well, as do also carrots and turnips. Witness said he had not eaten a good potato since he came to Canada. The grasshoppers did not make their appearance till 1857, but had heard they had been there in the early days of the settlement. Their next appearance was in 1864. They did great hurt. For three times within 14 years they have deposited their eggs. They get lumber in the settlement. There is a saw mill at Lake Winnipeg. Of fish, they have white fish, sturgeon of a large size—from 100 to 200 lbs.—cat fish, perch, pike and gold eyes. Population of Portage La Prairie is about 300. "Natives, some Canadians, but no French." They have three Episcopal churches, Presbyterians have their services in a private house at present. The settlement is entirely Protestant. There is a high school belonging to the Protestants, Bishop Macrae's, at St. John's, where they teach classics, mathematics and theology. There are no Protestants at St. Boniface. There is a splendid stone cathedral belonging to the Catholics. He considers Red River a finer

great deal of the Red River country from Portage down the Assiniboine to Fort Garry, and from Fort Garry to Stone Fort on Red River. There are 150 Presbyterian families in his district. From Lake Winnipeg to Fort Garry the people are almost entirely Protestant, on both sides of the river. The Protestant Churches mix a great deal. There are 10 or 12 of the Church of England, 4 of Presbyterians and 3 other places of meeting in private houses. 5 or 6 Wesleyan Methodist places of meeting. He believed the Catholics and Protestants in the settlement were about equal in numbers. Many of the Roman Catholic Churches are built at considerable cost, of stone. He should think the cold averaged 30° below zero. The range is more equal than in Canada, and, owing to the dryness of the climate, persons feel the cold less than they do in Canada. He has known it as cold as 40° below zero. On the Assiniboine, seed time began last year on April 16th, and cattle fed then on the wild grass just outside the fences. The wild grass seemed to be refreshed with the winter's snow, and cattle ate it greedily. They prefer it to hay. They had not ploughed before the 16th of April, and then there was some frost in the ground. There has been no potato disease. He has seen as excellent vegetables as he ever saw in Canada. On an acre of cabbage not a head wanting, and each ten inches. Indian Corn might not be a safe crop, but some early varieties would ripen. Wheat is harvested fully as early as in Canada West. Usual time of harvest is August. He would say the yield of wheat was 30 to 35 bushels per acre. His opinion was that all the cereals did not give less than 20 returns to the bushel down. Grasshoppers were again feared. The weevil and midge are not in the country. He has seen heads of grain growing 5 inches long without a single grain missing. The club wheat he has seen growing is longer than any he has seen in Canada. There is smut in grain. They prefer their own flour to the American. As compared with Canada as a home for immigrants there are some things which cannot be procured, but the country is favourable for farming, and a living can be got at far less cost of labour. The prairie grass returns where the sod has been broken by the plough. The land is very easily drained.

Mr. Donald Codd's Evidence.

Mr. Donald Codd.—Is a draughtsman. Was born in England. Resides in Ottawa. Went to Red River in June, 1869. Country between Oak Point and Fort Garry is excellent land. It is all prairie with clumps of trees, small oak and poplar chiefly. He found the winters very much like the winters at Ottawa, only there were no decided thaws. In summer he remembers the thermometer 92° and 93° in the shade in August, and that was considered a hot summer. The nights were cool, never sultry. They generally burnt poplar for fuel. The hotelkeeper told him he paid 3s. for a small cart load.

Dr. James Lynch's Evidence.

James Lynch examined—He was born at Niagara, but went to settle at Red River in June 1869. He is a doctor, but went to Red River with intention of farming. He settled on the shores of Lake Manitoba in the vicinity of White Mud River. The prairie burns every fall. There are capital fish in Manitoba Lake.

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er country from Portage to Fort Garry, and Fort on Red River. Families in his district to Fort Garry the Protestant, on both Protestant Churches are 10 or 12 of the Presbyterians and 3 in private houses. Places of meeting for Catholics and Protestants in equal in numbers. Catholic Churches are of stone. He should be below zero. The climate in Canada, and, well in Canada, persons feel below zero. On the began last year on when on the wild grass the wild grass seemed winter's snow, and they prefer it to hay. before the 16th of some frost in the no potato disease. vegetables as he ever of cabbage not a head. Indian Corn top, but some early heat is harvested fully. Usual time of holds say the yield of bushels per acre. His cereals did not give the bushel down. The weevil country. He has 5 inches long. The club is longer than any. There is smut in own flour to the with Canada as a are some things but the country is a living can be got. The prairie grass been broken by the easily drained.

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The principal part of the land, from the boundary line to Assiniboine, is fit for settlement. Distance is about 64 miles. About Stinking river the country is really beautiful. Rose trees and strawberries grow in luxuriance on the higher parts of prairie to which he had referred. The grass is very nutritious, and during winter horses scrape the snow away to get it. He saw the first well to the north on a stock farm. It supplied 250 to 300 head of cattle. This well was 25 feet deep. As he went north he found the country more wooded and more stony. There are no stones on the prairie. He had not seen fruit trees on the prairie, but one or two gentlemen had lately put out apple trees, and they appeared to be doing well. The production in the harvest fields on the banks of the river was certainly wonderful last summer. But the grasshoppers have done much harm, and the blackbirds are injurious. The crop was large—sufficient to last the settlement for two years. The yield is far superior to that of Upper Canada. The grasshoppers have done damage for the last six or seven years more or less. The houses are generally made of oak logs. From the parts of the country he has seen it compares favorably with Ontario. Sheep and pigs both flourish in the country. Sometimes there is a superfluity of the latter, and people have had to crown them in the river, for there is only a limited market for surplus production. He intends to go back. He would not recommend men to go there to settle without sufficient means. If they go in September it will be a year before they get anything off their farms. The best time to leave this country would be the latter part of July. Five men with \$200 (\$41 1/2 stg.) each could leave here and buy horses and a waggon at St. Paul's, and arrive at Fort Garry in a little over three weeks with their horses and their waggons still their own. There is no necessity for a guide over the prairie.

Dr. Schultz's Evidence.

Dr. John Schultz examined—He is a doctor of medicine, and has resided at Fort Garry for nearly ten years. He was born in Canada, and formerly resided in Essex County. He has practiced medicine, and been engaged in fur trading. He has been all through the country between Red River and Lake of the Woods, and he has been some 70 miles on the Assiniboine. The winter is colder than Ontario, but with the same clothes that he wore in Essex, he suffered less from the cold. The cold and snow are very dry. The average depth of the snow is 18 inches. He has known the thermometer fall as low as -45°. Snow generally begins to fall on the 10th of November. Spring opens about Easter Day. Ploughing is all done in the spring. There is not much seed put in before the 22nd or 23rd of April. The heat of the summer is not extreme. July is the hottest month. They have not much wet weather. He has noticed small patches of Alkali deposits on the prairies. They occur in the neighborhood of Lake Manitoba. The cattle go and get them up. He has never seen any country superior for settlement, and he has been in Wisconsin, Iowa, Minnesota, and Illinois. The alluvial soil is over a foot in depth. There is below it a sort of clay mixed with sand, called white mud. The White Mud River, so named from the character of the soil, is one of the best districts for agricultural purposes. He has

heard. He thinks the country favourable for immigrants. He never knew one more favourable for farming. He heard it stated that by the Mackenzie River, in the more distant North West, the spring is a fortnight earlier than with them, and that it is the finest part of the country for settlement. He has seen coal from the upper part of the Assiniboine, 3 days journey, or 80 or 90 miles from Portage La Prairie. House building is about twice as dear in Red River as Canada. Timber is more expensive, and nails are 20 cents a pound. Lumber is \$40 a thousand, lime is 18 cents a bushel, and labour in proportion. Shingles are \$4 per M. Stoves are chiefly imported from Canada and dear. He paid £14 stg. for one which he could have bought for \$50 or \$55 in Ontario. Boots, shoes and woollen goods come from Canada in bond. An emigrant should buy a waggon and horses at St. Pauls, to transport himself and his family, and his plough and agricultural instruments that he must take with him. A light steel plough is the best for the soil. It might be better to take oxen, as they are always worth their price. Best time to go is latter part of May and month of October. It would take a team about 20 days from St. Cloud. By going in May he can build a house and plough the ground ready for spring. They do not plough deep. Carpenters are in demand. They have been getting 10s. a day. Plasterers the same. For stone masons there is no demand. Immigration has been increasing since he went there. The educational facilities are good.

Charles Mair's Evidence.

Charles Mair, examined—Is a native of Lanark, Canada. Went to Red River two years ago, as paymaster on the Fort Garry section of the Red River Road. He is familiar with the country from a point 60 miles east from Fort Garry, to 120 or 130 miles west. He has crossed the Assiniboine at two different points—one 130 miles west of Fort Garry—and knows the country between that river and Pembina and St. Joseph—half-breed settlements on the frontier. It is a beautiful rolling country and well timbered. Receding from the rivers the country is rich. There is wood enough for ordinary purposes. One-tenth of the land is covered with wood though it is small. There are not many lakes or streams. Waggons could be taken over every part of it. There are plenty of birds. All the Canadian kinds, besides the magpie, which are very common. There is a species of small hare in the country. There are geese including the white Arctic goose. Has seen all the aquatic and land birds, except woodcock and quail. There are squirrels, but they are smaller than in Canada. He has been over the country between Manitoba Lake and the Assiniboine. It is a fine country. He has taken up handfuls of vegetable loam at a depth of 6 feet on the prairies. He has seen coal deposits. It is used at Fort Edmonton and at Fort Garry in the forges; it appeared friable, when I look at it, from exposure. The deposits have been on fire several times. It is considered good coal. It is brought from the Souris River, 180 miles west. The Assiniboine is navigable as far as Portage La Prairie by steamboat. But it is shallow and bed sandy and shifting. It might be dredged. He has known as many as 65 or 70 bushels of wheat grown to the acre; the average yield, I have heard, placed at 40. I may say that a

coast line of about 500 miles on the Pacific, and its total area is about 220 000 square miles.

Following statements made by the Hon. Mr. Trutch, the present Lieut.-Governor of the Province, when he was in Ottawa, in April 1871, it is in the first place claimed for British Columbia, that it has a commanding position, not only as regards the trade of the western part of the continent of America, and the Islands of the Pacific, but also as regards China and Japan and other trans-Pacific countries.

Its 500 miles of coast line, has a labyrinth of islands along its whole length, forming innumerable harbours, inlets and canals; and these, together with the rivers which empty into them, team with fish; the varieties being salmon, sturgeon, mackerel, cod, herring, halibut, oulachans and whales. These fisheries, except that for whales, are for the most part undeveloped; but they are a source of great wealth, waiting for and seeming to invite the industry of man.

The forests of British Columbia extend all along the coast and along the river courses. They are of vast dimensions, and afford very valuable timber. Perhaps the very finest pine in the world is found in them. The proximity to navigable water renders them commercially especially valuable. The latest official returns which we have of this industry are those of 1869. The value of the exports of lumber was then \$250,000 (£51,370 stg.)

A difference is made between the disposal of its surveyed and unsurveyed lands; the latter may be acquired by pre-emption, and the former by auction; or if not sold by auction, they may be had at the upset price of one dollar (4s. 2d. stg.) per acre. No person can hold more than one claim by pre-emption. When the Government survey comes up to pre-empted land, the holder on showing continuous occupation and producing certificate of improvement, is entitled to purchase at a price not exceeding one dollar per acre, payable in four yearly instalments.

British Columbia has coal fields of vast extent, both bituminous and anthracite. The anthracite Mr. Trutch stated has only been recently discovered at Queen Charlotte Island. It has been introduced into San Francisco, and is reported in the newspapers of that city to be selling at \$17 per ton. California, Mr. Trutch further states, has very little or no coal within its limits. It is, therefore, mainly dependent on British Columbia for its supply. But apart from this source of trade, it is almost impossible to over-estimate the commercial importance of these vast coal deposits at one of the termini of the Pacific Railroad, in connection with magnificent harbour accommodation, and the most favorable place on the continent for crossing by rail between the East and the West,—as well with regard to shortness of distance, as altitudes, and the best conditions for locally feeding the railroad with traffic along its course.

The exports of furs and hides from British Columbia are considerable. In 1869 they amounted in value to \$264,000.

In minerals British Columbia is very rich, in almost every description. "In fact," says Mr. Trutch, "I hardly know of any that have not been found in our country. The gold exported in 1867 amounted to a million and a half of dollars, and we have besides silver, iron, copper, lead, and many others of less importance. Building materials, too, abound; as lime, marble, freestone, slate, cement, &c."

to its growth. But all this is now changed. As a part of the Dominion it has the free constitution of Canada; and the projects now on foot to open up communication with it will, when completed, make it a country of first commercial importance. The probability is that in the coming years one of the great cities of the world will arise on the borders of the Pacific within the territory of British Columbia.

The most direct route to British Columbia from England, is by way of Quebec and San Francisco, the Allan line of steamer furnishing passage tickets through from Liverpool. On arriving in Quebec, passengers proceed through to Chicago by rail, and thence by the Pacific Railway to San Francisco, where steamers ply regularly to Victoria and New Westminster. The dates of departure, rates of passage, and all particulars can be obtained at the office of Dominion Emigration Agent, 11 Adam street, Adelphi, London.

INFORMATION AND ADVICE FOR EMIGRANTS.

LIST OF H. M. GOVERNMENT EMIGRATION OFFICERS IN THE UNITED KINGDOM.

EMIGRATION COMMISSIONERS.

London—Sir T. W. Clinton Murdoch, K. C. G. M. and Stephen Walcott, Esq.; Assistant-Secretary, Richard B. Cooper, Esq. Address—8 Park street, Westminster.

EMIGRATION OFFICERS.

London—Staff Commander Forster, R. N., Office, 65 Fenchurch st.

Liverpool—Admiral Kerr; office, Stanley buildings, Bath street.

Plymouth—Capt. Stoll, R. N.

Glasgow and Greenock—Capt. Mackenzie, R. N.

Cork, &c.—Com. Gibbons, R. N.

Londonderry—Capt. Gough, R. N.

These officers act under the immediate directions of the Emigration Commissioners. The following is a summary of their duties:—

They procure and give without charge, information as to the sailing of ships and means of accommodation for emigrants; and whenever applied to for that purpose, they see that all agreements between ship owners, agents or masters and intending emigrants are duly performed. They also see that the provisions of the Passengers' Acts are strictly complied with, viz.: that passenger vessels are seaworthy that they have on board a sufficient supply of provisions, water, medicines, and that they will sail with proper punctuality.

They attend personally at their offices on every week day and afford gratuitously all the assistance in their power to protect intending emigrants against fraud and imposition and to obtain redress where oppression or injury has been practised on them.

EMIGRATION AGENTS OF THE DOMINION OF CANADA.

London—Wm Dixon, 11 Adam st., Adelphi, W. C., London.

Belfast.—Chas. Foy, 11 Claremont st.,

Richard Berns, 32 Marché } Unpaid Agents
aux Chevaux, Antwerp } of the Dominion.
Gustave Bossange, 16 Rue }
du quatre Septembre, Paris, }

Winnipeg—Gill
for Manitoba.

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Winnipeg—Gilbert McMicken, resident Agent for Manitoba.

North West Territory—Joseph N. Provencher (residence not fixed.)

These officers will afford to all immigrants applying, the fullest advice and protection, and all complaints should be immediately addressed to them on arriving. They will also furnish information as to lands open for settlement in their respective Provinces and Districts, farms for sale, demand for employment, rates of wages, routes of travel, distances, expense of conveyance and will receive and forward letters and remittances for immigrants, &c.; &c.

PERSONS WHO SHOULD EMIGRATE.

The Classes recommended to emigrate to Canada are:—

Persons with capital, seeking investment.

Tenant farmers with limited capital who can buy and stock a freehold estate with the money needed to carry on a small farm in England.

Agricultural laborers, skilled and unskilled for whom there is a large and increasing demand.

Mechanics of various descriptions, but more particularly blacksmiths, carpenters, railway navvies, shoemakers, tailors, printers, stonecutters and masons, gardeners, bricklayers, millwrights, and machinists, for whom there is always a steady demand.

Canada offers great facilities for flax growers, dressers, spinners, &c., but this industry requires to be developed.

Domestic servants, and needle women.

Boys and girls over 15 years of age.

Families with fixed incomes will find in Canada, with much less difficulty than amidst the crowded population of the Mother Country, a suitable and pleasant home, with every facility for educating and starting their children in life. Persons living on the interest of their money can easily get from 7 to 8 per cent on first-class security.

Money deposited in the Post Office Savings Banks (Government security) draws 4 per cent interest.

The rate allowed for the deposit of money on call in other Savings Banks and Banks, is from 4 to 5 per cent, with undoubted security.

PERSONS WHO SHOULD NOT EMIGRATE.

Clerks, shopmen, or those having no particular trade or calling, and unaccustomed to manual labor, or females above the grade of domestic servants, should not emigrate to Canada, unless going to situations previously engaged, as the country is fully supplied and in fact overstocked with persons of this class.

THE TIME TO EMIGRATE.

It is important that the emigrant should get to Canada early in the spring. By leaving home in the middle of April or beginning of May he will arrive at a time when labor is in general demand.

The highest wages are paid during harvest, but his great object should be to get engaged by the year, so as to be sure of a comfortable home for the winter. He must remember that until he gets into the ways of the country, he is of much less use to the farmer than he will be afterwards; and he should therefore be careful not to make a common mistake of refusing reasonable wages when offered to him on his first arrival.

It is advised that farmers who come to Canada, with some means, who intend to purchase farms on their own account, should in the first

from any place in the neighborhood where the intending emigrant resides, he may perhaps find it convenient to take passage by her, although as a rule it is much better to take a steamer, as three or four weeks time will be saved by doing so. The fare by sailing ships is generally £4 to £4 10s.

A steerage passenger should, if he could manage, and especially if he has a family, provide himself with a few tins of the Aylesbury condensed milk and cocoa, a few pounds of cheese and some pickles. The emigrant should put these things together with any other little comforts he can afford in a small trunk, which he should keep beside him in his berth.

These directions do not apply so much to passengers by the All-in line, as everything, including medical comforts, is provided in these steamships.

No FREE PASSAGES ARE GRANTED TO CANADA.—The cost of the ocean passage to Canada is very small, when compared with that to Australia or other colonies.

OUTFIT FOR A STEERAGE PASSAGE.—1 mattress, 1s. 8d.; 1 pillow, 6d.; 1 blanket, 3s. 6d.; 1 water can, 9d.; 1 quart mug, 3d.; 1 tin plate, 3d.; 1 wash basin, 9d.; 1 knife and fork, 6d.; 2 spoons, 2d.; 1 pound marine soap, 6d.; 1 towel, 8d.; total, 9s. 6d. The whole of these articles can be obtained of any outfitter in Liverpool at one minute's notice.

CAUTION IN BUYING TICKETS.

If there be no Agent of the Line by which the emigrant has made up his mind to sail, living at the place at which he resides, he should write to the Canadian Emigration Agent in London, 11 Adam street, Adelphi, W. C., from whom he will get reliable information; or from any other Canadian agents.

The emigrant must take care that the steamer he intends to buy his passage in, sails direct for Canada. Many emigrants, especially women and children, have suffered severely from not taking this precaution. Forwarding Agents and other interested parties often make profit by sending emigrants to Canada by way of the United States.

The emigrant is the object of so many different kinds of imposture, that he should be very careful in the bargain he makes and the people he goes to for his ticket and the necessaries for the voyage.

Advertisements he must remember, are not always to be depended upon. The columns of a newspaper are open to anybody and the advertisement which promises the most is often put in by the least trustworthy parties.

The emigrant will not save anything by buying his ticket beyond Quebec; and as a rule he is advised not to do so. If, however, he buy a ticket at home for the railway journey in Canada, he should be sure to see the printed list of prices, which no respectable agent will refuse to show.

If the emigrant have no friends or fixed place in Canada to which he wants to go, it is far better that he should not buy his Railway ticket until he reaches Quebec, where the Government Agent will be able to direct him to the best place for settlement or where he will most easily find work.

Be careful to avoid touts and bad characters who hang about the shipping offices, and often speak to emigrants under the pretence of showing them the place they want. These

men are only hired by agents of the lowest class, and the emigrant should avoid them.

The usual second class fare from London to Liverpool is £1.6.0, and the third class slow trains 16s. 9d. But an arrangement was made, two years ago, by which emigrant tickets were sold for 12s. 6d. from London to Liverpool. These special tickets were given at the booking office of London and North Western Railway, at Euston Station, upon production of the steamship ticket for proof that the applicant was really an emigrant. The system may continue, but this cannot be announced with positiveness. The special emigrant tickets are good for second class by any of the trains.

DURING THE PASSAGE.

As soon as the emigrant gets on board, he should read the rules he is expected to obey, whilst at sea. He will find them hung up in the steerage; and should do his best to carry them out, and to be well behaved, and keep himself clean, as this will add much to his own comfort and good health; and also to the comfort and health of others.

If he have any grievance or real cause of complaint during the passage, he should go and make it known at once to the Captain. If he have right on his side he will no doubt get justice; but if he does not, his having applied to the Captain, will strengthen his case should it be found necessary to take proceedings against the ship on arrival in Canada.

The law holds the Master of the Vessel responsible for any neglect or bad conduct on the part of the Stewards or any of the officers or crew.

Any complaint of immorality or bad treatment on the passage out, should be made, *immediately on landing*, to the Government Immigration Agent at the port, who will take immediate legal proceedings, if necessary, to obtain redress.

It is of no use complaining after the vessel and crew have left Port, for redress then is difficult and uncertain.

LUGGAGE.

All the passengers' boxes and luggage should be plainly marked with the Emigrant's name, and the place he is going to.

They will be stowed away in the hold of the vessel; so whatever is wanted on the voyage, should be put into a trunk which the passenger will take with him into his berth.

In the Allan steamships the male passengers usually sleep at night slung in cots.

Emigrants are often induced to make a clean sweep and part with everything they have before leaving the old country, because it is said the charges for excess of luggage are so large that they would come to more than the things are worth. Now there are many little household necessaries which when sold wouldn't fetch much, but these same things if kept would be exceedingly valuable in the new country or the bush, and prove a great comfort to the family as well. It is not, therefore, always advisable to leave them behind; they may not take up much room, and the cost of freight would be little compared to the comfort they will bring.

The personal effects of emigrants are not liable to Customs duty in Canada.

Excess of luggage (unless very bulky) is seldom charged for on the Canadian Railways.

CLOTHING.

the emigrant to prevent being imposed upon, should in all cases ask to see their license before he has any dealings with such person.

Every tavern, hotel or boarding house keeper has to hand a list of the prices he charges for board and lodging, or for single meals, to any immigrant intending to lodge with him, and during the first three months of the Emigrant's stay his luggage cannot be seized by the landlord for a larger debt than five dollars.

The Government Immigration Agents, where necessary, will see that these laws are carried out.

ADVICE ON ARRIVAL IN CANADA.

If the emigrant arrive at Halifax, N. S., or St. John, or Miramichi, New Brunswick, he should immediately consult with the Government Immigration Agents at those ports, who will give him the best advice as to his movements for settlement or obtaining employment in those Provinces.

But if the emigrant wish to proceed to the western part of Canada, he should always, in the first place, take the steamship which sails for Quebec and Montreal.

When an emigrant arrives at Quebec, he will be landed at the newly erected Government Station, at Point Levis; where he will find suitable preparations made for his reception and comfort; and where he can wash and cleanse himself before proceeding inland, either by the Grand Trunk Railway or the River steamboats.

If his destination be not fixed, or if he be not going to join friends, the emigrant should be careful to consult the Government Agent, whom he will find at the Station, and who will give him the best possible advice as to where to go, or how he can best obtain employment. In every case whatever he should consult the Government Agent as to modes of travel. The Agent and Clerks are always in attendance at the Government Station to attend to the wants of emigrants.

Emigrants should take care not to listen to the opinions or advice of persons hanging about the places of landing, whose business is to make profit out of them. Many young females and unprotected persons have suffered from being deceived by this sort of people.

Emigrants arriving at Quebec, holding through tickets, and wanting to get information, may delay their journey for that purpose, as the railway or steamboat company will take charge of their luggage until they are ready to proceed.

The emigrant should be careful to have his luggage properly checked, and the Railway Company will then be responsible for it.

Emigrants who come out to join friends or relations already settled in the country should go on at once; farm laborers will get plenty of work to do in the farming districts. The Agent will not assist any one who loses his time by staying about the city, unless when detained by sickness or for some other good reason.

If mechanics should not at first find work at their trades, they had better take the first offer that is made to them, rather than be idle until occupation at their trade is found.

REPORTS FROM GOVERNMENT IMMIGRATION AGENTS WITHIN THE DOMINION.

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CANADA: INFORMATION FOR EMIGRANTS.

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GOVERNMENT TS WITHIN THE

towns there was a large demand for mechanics of all kinds; particularly for joiners, ship-carpenters, masons, bricklayers, and shoemakers and tailors. In several districts of the Province farmers lost considerable portions of their crops, as laborers could not be procured to harvest them. For domestic servants there is a great demand; Miss Rye brought to St. John in November last, some 50 orphan girls; and for this number there were over 300 applicants. At no time in the history of the Province, has there been greater activity in its various branches of industry; and the prospect for the coming season bids fair to exceed that of the past.

"To every industrious man, whether farmer, mechanic, or laborer, our Province holds out great inducements."

"Both railroad and water communication afford easy access to the various districts where lands are surveyed for settlement; and the Intercolonial line, from Halifax to Quebec, now in the course of construction, offers to large numbers of laborers, ready and remunerative employment."

Mr. Shives, in another report, says:

"The demand for agricultural and mechanical labour in New Brunswick is at present greater in extent than for many years past. The Provincial Board of Agriculture certified that the number set after the respective has accouties, will find employment."

COUNTIES.	Farm Hands.	House Servants, Females.	Apprentices.	Boys to adopt.	Girls to adopt.
Charlotte.....	27	12	2	3	2
St. John.....	50	109	30	3	50
Albert.....	21	8	1	3	
Kent.....	19	6	2		
Westmorland.....	25	20	1	4	2
King's.....	49	31	3	17	4
Queen's.....	36	23	1	4	2
Sunbury.....	25	12	2	16	2
York.....	50	23	4	26	6
Carleton.....	19	5	.....	7	
Victoria.....	16	13	1	4	
Northumberland.....	6	4	.....	2	
Gloucester.....	.....	.....	1		
Restigouche.....	.....	.....	.....	.....	.....
Total.....	355	166	41	102	74

"In these counties considerable numbers of mechanics are required, with remunerative wages; and the figures above indicate only actual applicants for the classes specified.

"The rates of wages paid in New Brunswick vary according to locality; but the following may be taken as the average:

TRADES.	Per Day.	By month—with Board.
	Stg. s. d.	Sterling.
Bookbinders and Printers.....	6 2	
Blacksmiths.....	5 2	
Bakers.....	5 0	
Brass Finishers.....	6 2	
Brickmakers.....	5 2	
Bricklayers and Masons.....	9 4	
Carpenters.....	6 2	
Cabinet Makers.....	7 8	
Coopers.....	6 2	
Coachmen and Grooms.....	5 0	£2 to £2 10.
Cutlers.....	5 0	
Farm Laborers—skilled.....	.....	£2 10 to £2 17 0
Farm Laborers—common.....	.....	£2 to £2 10
Gilders.....	8 4	
Gardeners.....	5 2	
Millwrights.....	10 4	
Millers.....	6 2	
Machinists.....	8 4	
Moulders.....	8 4	
Painters, house.....	6 2	
Painters—carriage.....	8 4	
Plasterers.....	7 2	
Plumbers.....	6 2	
Shoemakers.....	7 3	Mostly by p. work
Shavers.....	5 2	
Shipwrights.....	5 2	
Stonecutters.....	7 3	
Saddlers.....	5 2	
Tanners.....	5 2	
Tailors.....	.....	Mostly by p. work
Tinsmiths.....	6 2	
Wheelwrights.....	8 4	
Whitesmiths.....	5 2	

FEMALES.

In port, ranging from 4s. 2l. to 8s. 4d., per day, without board.

"Millmen receive from 5s. to 5s. 6d. per day.

"The price of labourers board, seldom or ever exceeds \$3. per week, consisting of meat, bread, vegetables &c., daily, in abundance.

"Prices of provisions of course vary, but the present may be taken as a fair indication of those in general,

Flour per Barrel, £1. 6s. 8d.

Oat Meal, £1. 4s.

Potatoes (2½ bushels) 4s. 2.

Herrings per Brl. from 12s. 6l. to 16s.

Molasses per gallon, 2s.

Sugar per 100 lbs. £1. 17 to £2. 1s 4d.

Butter per lb. 10d.

Pork, 4d. to 7d.

Beef per lb. 2½d to 5d.

"Imported clothing is of course more expensive here than at its place of manufacture. But articles of Dominion manufacture if not as fine, are as cheap and more durable than the corresponding articles in Europe.

"I may say, generally, that the moment an able bodied man, finds in these parts he becomes of importance and if his desire be ultimately to become a land owner and farmer on his own account, the means of doing so, are within reach of the poorest. Abundant proof that success awaits the poor emigrant in this locality, is visible in the thriving settlements scattered throughout the land, of men of all nationalities. But I apprehend that it is not so much, the advantages open to the emigrant that require to be made known, it being already sufficiently notorious, that the great want of the Dominion, is people, and that once arrived, in any part, the problem, how to get a living, so continuously confronting the poor man, in the Old World, is at once solved, but rather to let the immigrant know how he can most conveniently reach these shores:—

"Conveyances both by steam and sailing ships, are abundant, safe and expeditious, while by the unsurpassed line of steam ships of the Messrs. Allan, special accommodations is made for emigrants, (see their advts. for particulars.)

"There is no direct Steam communication to Miramichi, but immigrants arriving at Quebec, for any of the Gulf Ports will find weekly communication by Steamer, while those arriving at St. John N. B., will find daily communication by Railway and Steamer."

QUEBEC.

Mr. L. Stafford, Dominion Immigration Agent at the Port of Quebec, states:—

"The arrivals at Quebec during the year 1871 numbered 137,020, viz: 23,03 cabin and 31,717 steerage passengers. They were composed of 17,915 English, 2,980 Irish, 3,420 Scotch, 299 Germans, 12,000 Norwegians, and 400 from other countries. The trades and callings of the steerage male adults may be generally classified as: 2,984 Farmers, 11,465 laborers, 1,074 mechanics, 89 clerks and traders, and 4 professional men.

"Immediate employment was readily found for all accustomed to labor, at unusually high wages. Farm hands were in great demand at from £24 to £32 sterling, a year and board, whilst good farmers and ploughmen obtained from £30 to £40 stg. Large numbers of these classes were required at all the inland agencies, and in the Eastern Townships, but the supply fell far short of the demand.

"Female servants were required in all parts of the country, but as usual of late years, very few arrive; much inconvenience is felt and the country suffers on this account.

"The great and growing demand for machinery for saw mills and factories of various kinds, as well as the annual addition to the steam tonnage on the Lakes and Rivers, and the general adoption of labor saving machinery, where practicable, has enabled many of our founders and machinists to enlarge their establishments, so that Foundrymen, Turners, Fitters, and Machinists (of which there were a considerable number) found ready employment at good wages. The demand for this branch of labor will continue, as the number of machine shops is likely to be largely increased, to meet the demand for locomotives and the supply and repairs of rolling stock on the various Railways now under construction.

"Joiners, Bricklayers, and Brickmakers, shoemakers, and Tailors, were required and all found ready employment on arrival.

"For the emigrant of next season the prospect in this Dominion is very encouraging, it is no exaggeration to state that an almost unlimited number of farm laborers, ploughmen, farmers, and female servants will find immediate employment at high wages, whilst the marked development of the trade and manufactures of the country warrants the conclusion that mechanics generally will be in demand.

"Large numbers of Railway laborers, stonecutters and masons will find constant employment at good wages, many thousands of the former being required to complete the roads now being constructed.

"The new sheds at Point Levis will be ready in the spring, which will add much to the comfort and convenience of immigrants, from time of landing until their departure for their various destinations."

MONTREAL.

Mr. J. L. DeJoy, the Immigration Agent

Saddlers.....	22	Watch and Clock	
Farriers.....	30	Makers.....	24
Iron Moulders.....	83	Machinists.....	183
Farm laborers.....	2,430	Hatters.....	17
Locksmiths.....	17	Furriers.....	14
Walters.....	110	Brickmakers.....	32
Plasterers.....	150	Tilemakers.....	16
Painters.....	67	Carriagemakers.....	17
Shoemakers.....	176	Slip carpenters.....	68
Tailors.....	80	Skilled farm laborers	812
Making a total of.....		9037	

And Mr. Belle, the Immigrant Agent of the Provincial Government, of Quebec at Montreal, states that the number of immigrants who found employment in his district, was 1774.

OTTAWA.

Mr. W. J. Wills, Dominion Government Immigration Agent at Ottawa, states:—

"The arrivals in 1871 have been as follows at this Agency:—

Country.	Men.	Women.	Children.	Totals.
Natives of England.....	240	102	181	523
" Ireland.....	118	98	63	279
" Scotland.....	50	27	17	94
" Germany.....	27	19	39	85
	435	246	300	981

"The immigrants who arrived here this season were disposed of in the following order, viz:—

"Remained in the City of Ottawa, 382; County of Carleton, 138; Bonfrew, 151; Russel, 60; Lanark, 31; Grenville, 13; Frontenac, 12; Ottawa, 144; Pontiac, 25; Town Brockville, 6; City Kingston, 2; London, 1; Toronto, 1; Montreal, 14; Left for United States, 1. Total, 981.

"The imported labor of the season was composed of the undermentioned classes of laborers and mechanics:

Agricultural laborers.....	161	Carpenters.....	27
Bakers.....	2	Millers.....	2
Butchers.....	3	Machinists.....	7
Bricklayers.....	12	Musicians.....	1
Blacksmiths.....	7	Painters.....	5
Brass Turners.....	2	Printers.....	6
Civil Engineers.....	2	Sailors.....	10
Clerks.....	52	Soap Makers.....	1
Common laborers.....	77	Servant Maids.....	65
Engine Drivers.....	5	Shoemakers.....	10
Gas fitters.....	3	Stonecutters, Masons.....	22
Grooms.....	3	Tailors.....	6
Harness Makers.....	1	Watchmakers.....	1
		Waiters, Boys.....	22
		Total.....	515

"The following are the applications received from all sources.

	From private sources.	From Municipal authorities.	Total.
Agricultural laborers.....	373	1,259	1,632
Common ".....	441	993	1,437
Servant Maids.....	248	930	1,178
Carpenters.....	25	27	52
Blacksmiths.....	11	6	17
Shoemakers.....	25	44	69
Masons.....	48	105	153
Bricklayers.....	20	114	134
Tailors.....	16	23	39
Tanners and Curriers.....	2	6	8
Wagon Makers, Wheelwrights.....	2	1	3
Coopers.....	1	6	7
Brickmakers.....	36	3	39
Cabinet Makers.....	2	2	4
Waiter Boys.....	43	1	44
Millers.....	1	5	6
	1,284	3,519	4,813

The demand for labour skilled and unskilled was very large. A much larger number of immigrants might have been placed by me, and rates of wages never were better, both in the city and surrounding country.

"Agricultural labourers have been in great request throughout the whole Ottawa Valley, and I am sorry I have to say that I was not in a position to furnish more than a partial supply to fill the many orders which I received from the farming community. The Ottawa Country is yearly increasing in its proportions and it requires a steady annual importation of new material to meet the requirements of Agricultural

during the season, I have no doubt that four times the number of each class could have been settled without the least difficulty within the limits of this agency.

"This agency has suffered much through want of labour of all kinds this season, perhaps more particularly that of agricultural labor, male and female. I am however, I hope now that the fine buildings in course of construction here for the accommodation of Immigrants are to be opened next season, that a much larger proportion of the Immigrants who may arrive next year, will be distributed through this agency.

"The demand for female servants has been very great in this agency for years past.

"There has been a falling off in the numbers of applications for labor in comparison with last year by municipalities, owing to the fact that their frequent demands for laborers, &c., in former years, have not been complied with. The demand for labor (skilled and unskilled) has been for several years past far greater than the supply.

"While visiting my agency last spring, I was surprised to see the extent to which manufactories have reached in the different Towns within its limits.

"In all the places visited I met with great encouragement. All the officials of the different towns and employers of labor taking an active interest in the welfare of immigrants and using every exertion to promote their distribution throughout their different municipalities, and to promote their welfare generally."

RETAIL PRICE LIST of the ordinary articles of Food, Raiment, &c., required by the working classes.

ARTICLES.	From.		To	
	Sterling.	Sterling.	s. d.	s. d.
Bacon per lb.....	5	0	0	0
Bread, per 4 lb. loaf.....	5	0	0	0
Butte, salt, per lb.....	7	0	0	0
Beef and Mutton, per lb.....	3	0	10	0
Cheese, ".....	4	0	5	0
Coffee, ".....	10	1	0	0
Eggs, per dozen.....	6	0	9	0
Flour, per 100 lbs.....	9	4	13	6
Milk, per quart.....	2	0	2	0
Potatoes, per bushel.....	1	8	2	6
Pork, per lb.....	4	0	5	0
Rice, ".....	2	0	2	0
Sugar, brown, ".....	4	0	5	0
Tea, black, per lb.....	2	0	2	6
" green, ".....	2	0	2	10
Tobacco, ".....	1	0	2	0
CLOTHING.				
Coats, each.....	12	6	0	0
Trowsers.....	8	4	0	0
Vests.....	4	2	0	0
Blankets, per pair.....	8	4	0	0
Rugs, each.....	2	6	0	0
Flannel, per yard.....	0	10	0	0
Canadian Cloth, per yard.....	2	0	4	2
Cotton Shirting, ".....	0	3	0	7
Shoes, Women's.....	2	8	4	2
Boots, ".....	4	2	6	3
Shoes, Men's.....	5	2	6	3
Boots, ".....	8	4	12	6
House Rent, per month.....	10	4	16	6

RETURNS of the average wages paid to Mechanics, Labourers, &c., within the limits of the Kingston Agency, during the season of 1871.

CLASS OR CALLING.	From		To	
	Stg.	Stg.	£ s. d.	£ s. d.
Boiler makers per day.....	0	6	3	0
Blacksmiths ".....	0	6	3	0
Bakers ".....	0	4	2	0
Bricklayers ".....	0	6	5	0
Car Builders ".....	0	5	10	0
Carpenters ".....	0	5	0	0
Cabinet makers ".....	0	5	2	6
Farm labourers (skilled with board per month).....	3	0	0	4
Farm labourers (Ordinary do. do. do.).....	2	0	0	3
Female Servants, with board, do. do.	0	16	0	1
Labourers per day.....	0	3	8	0
Masons ".....	0	8	4	0
Millwrights ".....	0	6	3	0
Moulders ".....	0	6	3	0
Machinists ".....	0	6	3	0
Painters ".....	0	5	2	0
Plasterers ".....	0	5	6	0
Plumbers ".....	0	5	2	0
Surveyors ".....	0	5	2	0
Shoemakers ".....	0	4	2	0
Shipwrights ".....	0	5	2	0
Stonecutters ".....	0	8	4	0
Tailors ".....	0	5	2	0
Tinsmiths ".....	0	4	2	0
Wheelwrights ".....	0	5	0	5
Tanners ".....	0	4	2	0

TORONTO—(ONTARIO.)

Mr. John A. Donaldson, the Dominion Agent

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BY THOMAS COO MEN

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0 3 8	0 5 0
0 8 4	0 9 4
0 6 3	0 8 4
0 6 3	0 8 4
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4 2	0 6 3
2 6	0 3 4
0 5 2	0 6 3
4 2	0 6 3
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4 2	0 6 3
0 5 0	0 5 10
4 2	0 6 3

in seeking a home in Canada; but there is the cheering prospect of something better, provided judicious means are used, frugality and temperance practised; for all, no matter how poor they may start in their adopted land have the chance of becoming landed proprietors and ultimately wealthy. This country was never in such a prosperous state as it is at present. Public improvements are going on in all directions, facilities for travel and trade are being constantly multiplied, and all are happy and contented."

THE NORTH WEST ROUTES.

Mr. Provencher, Dominion Immigration Agent in the North West, writes as follows, under date 23th October, 1871:

"Next spring there will be an uninterrupted line of railways and steamboats from Montreal to Winnipeg. The St. Paul and Pacific Railway has already reached Breckenridge, which diminishes by 75 miles the distance in stages. At present the vehicles leave Morris; but it is quite probable that during the winter they will leave Breckenridge, which is only 12 miles from Fort Abercrombie, while Morris is distant 90 miles.

"In one month the Northern Pacific leaving Duluth will have reached the Red River, a few miles from Georgetown, and from that place to Winnipeg during the summer, there will be four steamboats plying, instead of two, as last summer."

As respects summer routes, that on Canadian territory will be very much improved next summer, and the Dominion Government have decided that they will carry passengers from Thunder Bay to Fort Garry, at a rate not higher than £3 sterling, children under 12 years of age £1.12.10, the passengers finding their own provisions, which of course they will be required to do by the United States route. Provisions are furnished at cost price at Shebandowan Lake, Fort Francis, and the North West Angle of the Lake of the Woods.

The mode of conveyance and distance by the Canadian route is as follows:

From Toronto to Collingwood by the Northern Railroad	96 miles.
By steamer from Collingwood to Fort William	532 "
By waggon from Fort William to Shebandowan Lake	45 "
Broken navigation in open boats from Shebandowan Lake to North West Angle of Lake of the Woods	310 "
By cart or waggon from North West Angle of Lake of the Woods to Fort Garry	95 "
Making a total of from Toronto	1083 "

Between Fort William and Fort Garry, huts and tents are provided for the accommodation of emigrants on the portages.

Emigrants are particularly requested to take notice that packages of baggage and goods are limited to 150 lbs. weight for convenience of transport on the portages, this amount of personal baggage being free, and also that baggage and supplies must not exceed 450 lbs. for any one emigrant, extra luggage \$4.21 per 100 lbs.

IMPRESSIONS OF CANADA.

BY THOMAS DONNOLLY, A DELEGATE FROM WORKINGMEN'S SOCIETIES IN ENGLAND.

The sun never sets upon the British Empire, and no people on earth enjoy a better ordered liberty than those who live under its flag. An immense revenue of 75 million pounds sterling for the support of the Government of the Empire is easily raised in Great Britain. The coffers of the Banks in England are overflowing with capital, seeking investment. Commerce is extending, and trade and manufacturing industry are increasing every year. Yet the returns of the Poor Law Commissioners tell us that one out of every twenty-three in England and Wales is a pauper, so that all this evidence of increasing national wealth means nothing more than that the rich are getting richer and the poor are getting poorer every day.

It is clear that the means for the profitable employment of the people of England does not keep pace with the increase of its population, or this poverty would not exist; and it is also clear that the great mass of them have no more knowledge of their Colonial Empire and its vast undeveloped resources than they have of the planets, or thousands would emigrate, and thereby assist to settle a question which their statesmen are either unwilling or unable to grapple with.

million dollars worth annually. The yearly revenue of the Dominion is \$19,054,211 of \$5.32 cts. per head of the population, a modest sum when we bear in mind that the English people pay \$11 per head, and the people of the United States \$11.50 cts. per head for the blessings they enjoy under their Monarchical and Republican institutions. The number of men liable to serve in the militia is estimated at 700,000; and over 40,000 of them have been brigaded in camps during the summer, so that this number at least is available at a moment's notice for the defence of the country.

This is not a bad record for a part of the British Empire, about which they seldom think in England, except with pity that they are shivering in the frost and snow. In wealth and population Quebec and Ontario are the most important Provinces in the Canadian Dominion. Quebec, bounded on the south by the United States and New Brunswick, lies on both sides of the St. Lawrence from the gulf to the Ottawa river. Ontario lies on the left bank of the St. Lawrence, and on the north and east shores of the great lakes stretches from the Ottawa river to the Detroit river and the North West.

The Province of Quebec is chiefly peopled by the descendants of the early French colonists, who are for the most part settled in the fertile valley of the St. Lawrence; but in the Eastern townships and in the towns and cities, there is a large English speaking population. The French still preserve with rare fidelity the language, customs, laws and religion, of their former Mother Country, thrifty, clean and frugal, lighthearted and cheerful, there is not a more happy or contented population on the face of the earth. Near to his church and priest with no rent to pay, care sits rightly on the cultivator of the soil.

The people of the Eastern Townships are industrious and enterprising. Many of them are descendants of the United Empire Loyalists, and numbers are from New England, who have crossed over the line. Some of the neatest homesteads and finest farms in Canada, are to be found in these townships; and perhaps the best stock on the American continent is bred and raised there.

Quaint old Quebec creeps up and around a massive Citadel 345 feet above the St. Lawrence. The ancient Capital of new France is still the seat of Government for the Lower Province. But Montreal, with 107,228 inhabitants within the narrow city limits, and 144,047 on the small island on which the city stands; the most beautiful city in all America, 180 miles above Quebec, at the head of tidal navigation, is the great commercial capital, and destined at no distant date to be entrepot for the North West States of the American Union, and the fertile North West Territory of the Canadian Dominion.

The Province of Ontario, which was chiefly settled by people from the British Isles, has an area quite as large as England, and a soil as fertile, with only one-tenth the inhabitants, is perhaps the finest agricultural country on the American continent. Many of the farms are in the highest state of cultivation, and I believe you will find more people in comfortable circumstances in proportion to the population, than you will find in any other country.

In addition to its agriculture, various other industries are springing up, and all over the Province new villages and towns are rising and the old ones are fast extending. There was not a tree cut down in 1827 on the site of the handsome city of London, which has now 15,826 inhabitants. Hamilton, which in 1836,

they can save as much money here as they could have earned at home; so that there is little difficulty if a man keeps from drink in providing for the winter; which I believe is not harder on the workman, who neglects to make provision for it, than it is in England. For although it freezes hard and the snow covers the ground for a long time, the air is clear and bracing, and men work outside, except while the snow is falling, or on few very cold days. And I think, that on the whole, workmen lose as much time through wet and cold in England, during the winter, as they do here. However, a person can lay in a stock of provisions for the winter very cheap, as greater scarcity of fodder induces the farmers to kill many of their sheep and cattle, which are brought to market after the first fall of snow and sold cheap. Beef, mutton and pork sell at from \$5 to \$6 per 100 lbs.; and frozen they will keep fresh until spring. A barrel of flour, 196 lbs., can be had for \$6; so that with a stock of this kind, and a few cords of wood to burn in the stove a workman can defy both cold and hunger until the season opens.

Mechanics accustomed to reside and work in country villages and towns, in the old countries can earn good wages here, and soon make home in the country towns, and new settlements of Canada, and blacksmiths, tinsmiths, waggon makers, harness makers, shoemakers and tailors, &c., very soon get shops of their own, and become employers of labour in a small way.

Since the repeal of the Reciprocity treaty with the United States in 1864, Canada is every year becoming more independent of other countries for her supplies of manufactured goods, and thousands of her people are employed at tanning leather, and making by aid of machinery boots and shoes and rubbers. The manufacture of tweeds, blankets, flannels and other woollen goods, the building of locomotives and railroad cars, the manufacture of agricultural implements, stoves, sewing machines, and furniture, breweries and distilleries, the manufacture of tobacco, and the refining of sugar, also afford considerable employment. Some of these industries are very extensive. At Montreal alone \$2,000,000 and 10,000 persons are employed in the boot and shoe trade. And at Point St. Charles, in the Grand Trunk Railway workshops, from 800 to 900 men are employed, besides those at other places, for the Company run 1,377 miles of railway, and pay over \$2,000,000 in wages and salaries per year.

During the winter 30,000, or 50,000 men go up into the woods to make square timber and get out saw logs, and during the spring and summer large numbers of men are employed rafting the timber down, and manufacturing lumber in the saw mills.

Owing to these various industries, any man able and willing to work at some useful occupation, can find plenty to do in Canada, and all the readier, if like the Yankee he can turn his hand to anything.

And now I will state after a residence of 18 months in Canada, during which time I have visited almost every part of it, that I am convinced it is a good place for a workingman, with plenty room for industry, a fertile soil, a healthy climate, good laws, justly administered, and as much liberty as the most rabid Radical could desire. The man who cannot live comfortable there by his labor, will find it difficult to do so in any other country.

THOS. CANNOLLY

defect in the climate in those parts of the United States; for high summer temperatures with heavy rains, are conditions of climate favouring tropical plants, but high temperatures without rain, are destructive of all vegetation; and high temperatures, with an insufficiency of rain, give only imperfect crops. Those parts of the States just named very much resemble Palestine, Arabia, Persia, Syria and Independent Tartary. Both regions are similarly situated on the continents, both are in the zones of the summer droughts, high temperatures arid winds and rapid evaporation, but with this important feature in favour of the Asiatic countries—they lie nearer the ocean and Mediterranean Sea, which render the atmosphere more humid, and modify the droughts.

Nor would the full effects of the want of summer rains be fully stated without reference to the rapid evaporation in countries situated like those named. In England the evaporation in summer is from 40 to 60 per cent of the rain fall, leaving from 60 to 40 per cent in the soil, affording moisture to plants while working its way slowly to the rivers. In Baltimore (lat. 39° 18'), although near the ocean, the evaporation in summer is double the rain fall. Inland, in Missouri, Kansas, Illinois, Iowa, and the whole region thence to the Pacific, the evaporation is much more rapid than on the Sea Coast. These States, too, lie east of the great desert and semi-deserts, stretching from the 98th meridian, (the western boundary of Iowa and Minnesota) to the Pacific. The prevailing summer winds on this part of the continent, being from the west and southwest towards the east and north-east, blow almost uniformly over the States, lying eastward and north eastwards, and being arid burning winds, parch the land and wither up every green thing. Minnesota and Wisconsin are less, but only less affected by these winds, for they border on those immense inland seas, whose waters, from their great depth, being cool even during the summer months, check the evaporation and increase the rain fall.

North of these desert and semi-desert areas, both in the old and new worlds, lie the zones of summer rains and moderate summer temperatures, two elements of climate most favourable for the grains and grasses. In Europe, the capacity of the central and higher latitudes for the cereals, coarser grains, pastures and meadows, has been fully tested and acknowledged. On this continent similar climates are producing similar effects. Throughout Canada, from the Atlantic to Lake Superior, these great staples of the central and higher portions of the temperate zones, produce better, surer and more abundant crops than in any of the States to the southwest of the Lakes. Along the Valleys of the Red, Assiniboine, Saskatchewan and Mackenzie rivers, for more than seven hundred miles north of the United States' boundary, wheat has been grown, yielding a far more abundant return than the best portions of the Republic; and where wheat ripens in such positions we have the best climates for the coarser grains, grasses and root crops. Barley, the grasses, and many root crops, grow twelve hundred miles north of the boundary. These plants are the fruits of the summer rains and summer temperatures of from 58° to 70° of Fahrenheit. The significance of the facts here stated—the high latitudes to which these plants go—is the proof they give of the immense agricultural countries in the interior of the continent north of the 49th parallel.

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CANADA: INFORMATION FOR EMIGRANTS.

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inly fine. A field pumpkin which I measured was four feet ten inches in circumference; a squash eight feet three inches, weighing 150 lbs. [We have seen them 350 lbs, open air growth. No better illustration could be given of a summer semi-tropical in heat and of great duration, than the maturing of the pumpkin and squash of such great size.] "The potatoes were the finest I have ever seen. There were a great number of varieties; citrons, melons, marrow and tomatoes, were also exceptionally large and fine."

"It is difficult to speak of the return of grain commonly yielded to the farmer in this country. I have seen some fields, that yielded forty bushels to the acre; [The Government pamphlet reports fifty bushels on new lands] others not far distant giving but fifteen." [No doubt, in a new country, where many turn farmers not before acquainted with it, the average yield gives a poor idea of the capabilities of the soil] "I remarked one morning a particularly poor looking crop of Indian corn; on the Sunday, in the same county, I walked through a field of forty acres of this splendid plant, growing to a height of eighteen to twenty feet, and yielding thirty seven tons to the acre as food for cattle. I plucked an ear nearly ripe, eighteen inches long, and counted six hundred grains on it" (p. 79), usually there are two ears, sometimes three on one stock or stem—not of course all so large.

"Upwards of a hundred varieties of apples were exhibited. For cooking there were the Cayuga, Red Streak, or twenty ounce Pippin, an imposing fruit, measuring sometimes over fifteen inches; the Alexander, of glorious crimson; the red Astrachan or Snow apples, so named from the whiteness of the pulp; the Gravenstein, Baldwin, and many others. For dessert, there were the Fameuse, the streaked St. Lawrence, the Spitzberg, the Seek-no-father, of gold and red," (p. 76), "the Canadian apple is the standard of excellence," (p. 5.)

"Even in California, the orchard of the Union, the superiority of the Canadian apple was, to my surprise, confessed—vast quantities are exported to England, and sold as American, their nationality being lost," (p. 77.) "Fruit and vegetables grow generously. Melons and tomatoes grow equally with the potato, pea, turnip, and the rest of the vegetables, known in England. The grape thrives well. Raspberries, [strawberries, blackberries, or brambles,] cranberries, cherries, and other fruits, currants, plums, grapes, apples, &c., grow wild. Orchards everywhere thrive."

These facts suggest some practical considerations worthy of the consideration of emigrants.

1. The danger of so great a change in climate as that from the moist cool summers of Northern and Northwestern Europe, to the arid burning summers of those central regions of the continent.

2. The almost entire change in the farming operations in climates so different. The farmer in going from Northern and Northwest Europe to those parts of the States named, must give up, as staples, his grains, grasses, herds and flocks. We should except Minnesota and Wisconsin amongst the new States; still they are quite inferior to either old Canada, the Maritime Provinces, or Manitoba.

3. A country, like the Western Prairies, which will not, through severe drought dry

GRAND TRUNK RAILWAY OF CANADA.

TARIFF OF RATES FOR PASSENGERS.
TO TAKE EFFECT FROM 10TH JULY, 1871.
All previous Rates are hereby cancelled.

CANADA.		FROM QUEBEC.				
Name of Place.	Name of County or State.	Distance, Miles.	FARES.			
			1st Class.	Emigrant	Extra Language	Per 100 lbs.
Acton West.....	Halton.....	536	2 10 3 1	1 5 0 1	5 0 3 1	8 0 1 1
Almonte.....	Lanark.....	385	1 11 0 1	17 0 2 1	17 0 2 1	17 0 2 1
Arnprior.....	Renfrew.....	402	1 12 0 0	17 0 3 1	17 0 3 1	17 0 3 1
Barrie.....	Simcoe.....	565	2 11 0 1	8 0 2 1	8 0 2 1	8 0 2 1
BELLEVILLE.....	Hastings.....	380	1 17 0 0	18 0 1 1	18 0 1 1	18 0 1 1
Berlin.....	Waterloo.....	564	2 11 0 1	7 0 2 1	7 0 2 1	7 0 2 1
Bowmanville.....	Durham.....	459	2 5 2 1	0 0 1 0	0 0 1 0	0 0 1 0
Bradford.....	Simcoe.....	544	2 8 6 1	6 0 2 1	6 0 2 1	6 0 2 1
Brampton.....	Peel.....	524	2 8 2 1	3 0 2 1	3 0 2 1	3 0 2 1
Brantford.....	Brant.....	631	2 13 9 1	9 0 3 1	9 0 3 1	9 0 3 1
Brighton.....	Northumb'rd.....	411	2 0 4 0	18 0 1 0	18 0 1 0	18 0 1 0
BROCKVILLE.....	Leeds.....	294	1 6 6 0	12 3 1 0	12 3 1 0	12 3 1 0
Carleton Place.....	Lanark.....	340	1 10 0 0	16 0 1 0	16 0 1 0	16 0 1 0
Chatham.....	Kent.....	680	3 4 0 1	13 0 3 1	13 0 3 1	13 0 3 1
Coatcook.....	Stanstead.....	149	0 15 0 0	8 0 1 1	8 0 1 1	8 0 1 1
COBOURG.....	Durham.....	432	2 0 0 0	18 0 1 0	18 0 1 0	18 0 1 0
Colborne.....	Northumb'rd.....	418	2 1 6 0	18 0 1 0	18 0 1 0	18 0 1 0
COLLINGWOOD.....	Simcoe.....	597	2 15 0 1	11 0 3 1	11 0 3 1	11 0 3 1
Compton.....	Compton.....	135	0 14 0 0	8 0 1 1	8 0 1 1	8 0 1 1
Cornwall.....	Stormont.....	237	0 18 0 0	8 2 1 0	8 2 1 0	8 2 1 0
Diekenson's L'dng.....	Stormont.....	245	0 18 0 0	9 0 1 0	9 0 1 0	9 0 1 0
Dundas.....	Halton.....	546	2 7 0 1	3 0 1 0	3 0 1 0	3 0 1 0
Galt.....	Leeds.....	572	2 11 6 1	0 0 2 1	0 0 2 1	0 0 2 1
Gananoque.....	Brent.....	321	1 9 0 0	13 0 1 0	13 0 1 0	13 0 1 0
Georgetown.....	Halton.....	532	2 9 3 1	4 0 3 1	4 0 3 1	4 0 3 1
GODERICH.....	Huron.....	635	2 18 0 1	13 0 3 1	13 0 3 1	13 0 3 1
Guelph.....	Waterloo.....	519	2 11 3 1	6 0 2 1	6 0 2 1	6 0 2 1
Hamburgh.....	Perth.....	576	2 12 0 1	7 0 3 1	7 0 3 1	7 0 3 1
HAMILTON.....	Wentworth.....	541	2 7 6 1	3 0 1 0	3 0 1 0	3 0 1 0
Ingersoll.....	Oxford.....	597	2 14 6 1	8 0 3 1	8 0 3 1	8 0 3 1
Keen.....	Peterborough.....	452	2 4 0 1	3 0 1 0	3 0 1 0	3 0 1 0
Kemptville.....	Grenville.....	304	1 5 6 0	16 0 1 0	16 0 1 0	16 0 1 0
KINGSTON.....	Frontenac.....	342	1 10 9 0	11 0 3 1	11 0 3 1	11 0 3 1
Komoka.....	Middlesex.....	626	2 18 0 1	11 0 3 1	11 0 3 1	11 0 3 1
Lancaster.....	Glengarry.....	220	0 18 0 0	8 2 1 0	8 2 1 0	8 2 1 0
Lefroy.....	Simcoe.....	558	2 9 6 1	7 0 2 1	7 0 2 1	7 0 2 1
Lennoxville.....	Sherbrooke.....	123	0 12 6 0	6 9 1 1	6 9 1 1	6 9 1 1
LONDON.....	Middlesex.....	628	1 17 6 1	8 9 3 1	8 9 3 1	8 9 3 1
Matilda.....	Dundas.....	268	1 2 9 0	11 2 1 0	11 2 1 0	11 2 1 0
MONTREAL.....	Montreal.....	189	0 12 4 0	4 2 0 0	4 2 0 0	4 2 0 0
Mount Brydges.....	Middlesex.....	631	2 18 6 1	11 0 3 1	11 0 3 1	11 0 3 1
Napanee.....	Lennox.....	368	1 14 6 0	17 2 1 0	17 2 1 0	17 2 1 0
Newmarket.....	York.....	530	2 7 6 1	5 0 2 1	5 0 2 1	5 0 2 1
Niagara Falls.....	Welland.....	584	2 14 0 1	7 0 3 1	7 0 3 1	7 0 3 1
Oakville.....	Halton.....	524	2 6 6 1	2 0 3 1	2 0 3 1	2 0 3 1
Osgoode.....	Carleton.....	312	2 8 6 1	4 0 1 0	4 0 1 0	4 0 1 0
Oshawa.....	Durham.....	460	2 5 2 1	0 6 1 0	0 6 1 0	0 6 1 0
OTTAWA.....	Carleton.....	336	1 9 0 0	13 0 1 0	13 0 1 0	13 0 1 0
Paris.....	Brant.....	568	2 12 8 1	8 0 2 1	8 0 2 1	8 0 2 1
Perth.....	Lanark.....	331	1 9 0 0	16 0 1 0	16 0 1 0	16 0 1 0
Peterboro'.....	Peterboro'.....	460	2 5 0 1	4 0 1 0	4 0 1 0	4 0 1 0
PORT HOPE.....	Durham.....	410	2 0 0 0	18 0 1 0	18 0 1 0	18 0 1 0
Preseott.....	Grenville.....	282	1 4 6 0	12 3 1 0	12 3 1 0	12 3 1 0
Preston.....	Waterloo.....	575	2 12 0 1	6 0 2 1	6 0 2 1	6 0 2 1
Princepton.....	Oxford.....	572	2 12 0 1	7 0 2 1	7 0 2 1	7 0 2 1
QUEBEC.....	Quebec.....	.....	.....	.....	.....	.....
RICHMOND.....	Drummond.....	490	0 9 0 0	4 0 1 0	4 0 1 0	4 0 1 0
Richmond Hill.....	York.....	512	2 5 6 1	3 0 2 1	3 0 2 1	3 0 2 1
SARNA.....	Lambton.....	617	2 17 6 1	8 0 3 1	8 0 3 1	8 0 3 1
Sault St. Marie.....	Lake Superior.....	900	4 17 0 2	7 0 4 2	7 0 4 2	7 0 4 2
Shannonville.....	Hastings.....	383	1 14 0 0	17 0 1 0	17 0 1 0	17 0 1 0
SHERBROOKE.....	Sherbrooke.....	120	0 12 0 0	6 0 1 0	6 0 1 0	6 0 1 0
Smith's Falls.....	Lanark.....	319	1 8 0 0	15 0 1 0	15 0 1 0	15 0 1 0
St. Catharines.....	Lincoln.....	560	2 14 0 1	7 0 1 0	7 0 1 0	7 0 1 0
STRATFORD.....	Oxford.....	589	2 12 6 1	7 10 3 1	7 10 3 1	7 10 3 1
Suspension Bridge.....	Welland.....	584	2 14 0 1	7 0 3 1	7 0 3 1	7 0 3 1
Thamesville.....	Kent.....	664	3 2 6 1	13 0 3 1	13 0 3 1	13 0 3 1
Thornhill.....	York.....	512	2 5 0 1	2 6 2 1	2 6 2 1	2 6 2 1
TORONTO.....	York.....	501	2 5 0 1	0 6 1 0	0 6 1 0	0 6 1 0
Trenton.....	Northumb'rd.....	400	1 19 2 0	18 0 1 0	18 0 1 0	18 0 1 0
Wardsville.....	Kent.....	653	3 1 2 1	12 0 3 1	12 0 3 1	12 0 3 1
Whitby.....	Ontario.....	473	2 5 2 1	9 0 1 0	9 0 1 0	9 0 1 0
Williamsburg.....	Dundas.....	200	1 1 8 0	10 7 1 0	10 7 1 0	10 7 1 0
Windsor.....	Essex.....	732	3 4 6 1	13 0 3 1	13 0 3 1	13 0 3 1
Woodstock.....	Oxford.....	587	2 13 6 1	8 0 3 1	8 0 3 1	8 0 3 1

"ALLAN" LINE
SHORTEST SEA PASSAGE TO CANADA!

large that they would come to more than the things are worth. Now there are many little household necessaries which when sold wouldn't fetch much, but these same things if kept would be exceedingly valuable in the new country or the bush, and prove a great comfort to the family as well. It is not, therefore, always advisable to leave them behind; they may not take up much room, and the cost of freight would be little compared to the comfort they will bring.

The personal effects of emigrants are not liable to Customs duty in Canada.

Excess of luggage (unless very bulky) is seldom charged for on the Canadian Railways.

CLOTHING.

Lay in as good a stock of clothes before leaving home as you possibly can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, &c., are cheaper in the United Kingdom than in Canada. The emigrant's bedding, if it is good should be brought; and if he has an old pea jacket or great coat he should keep it by him, for he will find it most useful on board ship.

TOOLS.

Agricultural laborers need not bring their tools with them, as they can be easily got in Canada, of the best description, and suited to the needs of the country.

Mechanics are advised to bring such tools as they have, particularly if specially adapted to their trades.

Both classes must, however, bear in mind that there is no difficulty in buying any ordinary tools in the principal towns at reasonable prices; and that it is better to have the means of purchasing what they want, after reaching their destination, than to be hampered with a heavy lot of luggage on their journey through the country. It must also be borne in mind that the tools bought in Canada will likely be specially adapted to the use of the country.

MONEY.

The best way to bring out money, especially in large sums, is by bill of Exchange or letter of credit on any Bank of good standing, as that is not liable to be lost, or if lost could be made good again. Sovereigns are of course as good, but they are liable to be lost, and therefore it is better to bring them for personal use only.

Post office orders can also be had on any of the towns in Canada, and they are, of course, perfectly safe, but they are only adapted for small sums.

A sovereign is worth four dollars and eighty-six cents; half a sovereign, two dollars and forty-three cents; a crown, one dollar and twenty cents; half a crown, six pence; a shilling, twenty-four cents; sixpence, twelve cents; a fourpenny piece, eight cents; 3d., six cents; and 1d., two cents.

EMIGRANT LAWS.

Emigrants have a legal right to remain and keep their luggage on board for 48 hours after the ships arrival in Port, except in cases where a vessel has a mail contract, or is proceeding further on her voyage.

The master of the ship is bound to land emigrants and their luggage free of all charge at a convenient landing place in the city, between sunrise and sunset.

All emigrant runners, or persons acting as Agents for Railway or Steamboat Companies, must be licensed by the Mayor of the city, and

relations already settled in the country should go on at once; farm laborers will get plenty of work to do in the farming districts. The Agent will not assist any one who loses his time by staying about the city, unless when detained by sickness or for some other good reason.

If mechanics should not at first find work at their trades, they had better take the first offer that is made to them, rather than be idle until occupation at their trade is found.

REPORTS FROM GOVERNMENT IMMIGRATION AGENTS WITHIN THE DOMINION.

The following is an abstract of Reports furnished by Government Immigration Agents, within the Dominion, beginning at the most Eastern Port. All the Reports cover the calendar year 1871.

HALIFAX.

Dr. Edwin Clay, the Agent for Nova Scotia, states:

"Immigrants to this Province are provided with situations and employment before they leave the Old Country, and then I have only to direct them where to go, so that but few applications for labour have been made to this Agency during the present year.

"The great want of this Province, is men, such as the tenant farmers of Great Britain and Ireland, who are sober and industrious, and having saved from one hundred to a thousand pounds would be prepared to purchase half cleared farms; many of which are to be procured in different parts of the Province.

"But no man need think that he can succeed here without he is perfectly temperate and willing to work. English, Scotch, and Irish, particularly the Scotch farmers, are doing very well in every part of the Province."

RATES OF WAGES IN STERLING MONEY.

Mill men from 3s. 3d. to 6s. 2d. per day.
Stone-masons and Bricklayers 7s. 3d. to 10s. 3d. p. day.
Plasterers from 5s. 2d. to 8s. 4d. per day.
Blacksmiths £1.13.0 to £2.10.0 per week.
Tailors from 16s. 6d. to £2.10.0 per week.
Boot and Shoemakers work by the piece, and make from £1.5s. to £2.0.0 per week.
Farm Laborers get from £16.10.0 to £29.12.0 per year and found.

Servant Girls from 12s. to 20s. per month in the country, but in gentlemen's houses and large Hotels from £15.0 to £1.13.0 per month.

House Painters from £1.13.0 to £2.10.0 per week.
House Carpenters from 5s. to 10s. 4d. per day.
Ship Carpenters from 5s. 2d. to 10s. 4d. per day.
Gardeners and Nurserymen from £1 to £3 per year.
The demand for labor in Nova Scotia is quite uncertain in the winter season, but in the spring, summer and autumn there is a good and increasing demand for every kind.

The great demand is for servant girls and farm laborers; a large number of whom could find employment.

PRICES OF FOOD.

The prices of food may be quoted as follows:—
Flour, £1.5.0 to £1.7.0 sterling per barrel.
Cornmeal, 16s. 6d. to 18s. 6d. do.
Oatmeal, £1.9.0 do., do.
Codfish, 16s. 6d. to 18s. 6d. per 100 lbs.
Beef, 2d. to 7d. per lb.
Mutton, 2d. to 3d.
Pork, 4d. to 6d. do.
Herrings, 12s. 6d. to £1.5.0 per barrel.
Potatoes in country, 1s. to 1s. 2d. per bushel.
Other vegetables in proportion.

CLOTHING.

Flannels from 1s. 3d. to 2s. 6d. per yard.
Cottons from 5d. to 1s. per yard.
Good home-made tweeds and other cloths from 2s. 3d. to 5s. per yd.; ditto for summer or winter clothes.
Good strong boots and shoes for men and women from 6s. 2d. to £1.0.0 per pair.
Clothing on the whole may be considered within the reach of the poorest.

"In fact, all the comforts of life, all the benefits of education and religion, with all the privileges that can be conferred upon a law-abiding people, by political and religious liberty, can be found and enjoyed in the Province of Nova Scotia."

ST. JOHN N. B.

Mr. Robert Shives, Dominion Agent for New Brunswick at St. John, states:

"The number of applications for laborers, to go to the country, would amount to 400; and in the cities and

Gilders.....
Gardeners.....
Millwrights.....
Millers.....
Mechanists.....
Masons.....
Painters, house.....
Painters—carri.....
Plasterers.....
Plumbers.....
Sawmakers.....
Sawyers.....
Shipwrights.....
Stonecutters.....
Saddlers.....
Tanners.....
Tailors.....
Tinsmiths.....
Wheelwrights.....
Whitesmiths.....

FEMALE

Cooks.....
Dairymaids.....
Dressmakers.....
Household Serv.....
Laundry Maids.....

PRICES

Bacon—per lb.....
Bread, white, 7.....
 brown.....
Butter.....
Beef, 4d.; Mutton.....
 3d.; Veal.....
Pork.....
Candles.....
Cheese.....
Coffee, dozen.....
Eggs, dozen.....
Oatmeal, 100 lb.....
Cornmeal.....
Potatoes, per bushel.....
Rice, per lb.....

Ready-made T.....
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Blankets, per pair.....
Rugs, each, 2s.....
Flannel, per yard.....
Cotton Shirtings.....
Sheeting, per yard.....
Homespun Cloth.....
Shoes—Men's, 5.....
Shoes—Women's.....
Boots—Men's, 1.....
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Gilders.....	8 4	
Gardeners.....	5 2	
Millwrights.....	10 4	
Millers.....	6 2	
Mechanists.....	8 4	
Moulders.....	8 4	
Painters, house.....	6 2	
Painters—carriage.....	8 4	
Plasterers.....	6 2	
Plumbers.....	7 3	
Shipbuilders.....	6 2	Mostly by p. work
Sawyers.....	7 3	
Shipwrights.....	5 2	
Stonecutters.....	7 3	
Saddlers.....	5 2	
Tanners.....	5 2	
Tailors.....		Mostly by p. work
Tinsmiths.....	6 2	
Wheelwrights.....	8 4	
Whitesmiths.....	5 2	

FEMALES.

Cooks.....	£1 12 to £2 10
Dairymaids.....	£1 to £1 8
Breadmakers and Milliners.....	3 3
Household Servants.....	£1 to £1 12
Laundry Maids.....	£1 to £1 4

PRICES OF FOOD—BY RETAIL.

Sterling.		Sterling.	
s. d.		£ s. d.	
Bacon—per lb.....	0 5	Flour, per brl.....	1 8 0
Bread, white, 7 cts.; brown.....	0 3½	Flour—Rye.....	1 2 6
Butter.....	0 10	Fish, dry cod—per cwt.....	0 18 6
Beef, 4½d.; Mutton, 3½d.; Veal.....	0 3	Firewood, per c'd.....	1 0 0
Pork.....	0 4½	Ham, per lb.....	0 6 6
Candles.....	0 8	Shoulders.....	0 0 6
Cheese.....	0 8	Herrings, per brl.....	0 14 6
Eggs, dozen.....	1 4	Mustard, per lb.....	0 1 3
Onion, 100 lbs.....	16 6	Milk, per quart.....	0 0 3
Oil, 100 lbs.....	16 6	Soap.....	0 0 4
Corneal.....	12 6	Sugar.....	0 0 5½
Potatoes, per bush.....	1 8	Tea.....	0 2 0
Rice, per lb.....	0 8	Tobacco.....	0 1 8

CLOTHING.

Ready-made Tweed Coats, 14s. 6d. to £2.
Do Pants, 10s. 4d. to £1.
Do Vests, 6s. 2d. to 12s. 6d.
Blankets, per pair, 3s. 1d. to 3s. 2½d.
Rugs, each, 2s. 5½d. to 3s. 1d.
Flannel, per yard, 1s. 5½d. to 1s. 7½d.
Cotton Shirting, per yard, 6½d. to 7½d.
Sheeting, per yard, 1s. 4½d. to 1s. 6½d.
Homespun Cloth, 2s. to 4s. 2d.
Shoes—Men's, 5s. 10d. to 7s. 3d.
Shoes—Women's, 3s. 8d. to 5s. 2d.
Boots—Men's, 10s. 4d. to 14s. 6d.
Boots—Women's, 5s. 2d. to 7s. 3d.
India-rubber Overshoes, 7s. to 4s. 2d.
Cloth Caps, 1s. 8d. to 2s. 2d.

MIRAMICHI, N. B.

Mr. J. G. G. Layton, Dominion Agent for New Brunswick, at the post of Miramichi, states:

"During the present summer the building of the sections of the Intercolonial Railway, passing through this and adjoining Counties, and the immense Railway Bridges, over the two branches of the Miramichi, have caused a very great increase in the demand for labour, which has not yet, nor is there any present prospect of its being, supplied. Special application has been made to this agency on behalf of the contractors of Sections Nos 10, 15, 16, 20, 21, and 22, covering a distance of 110 miles through the Counties of Gloucester, Northumberland, Kent and Westmoreland, all within the limits of this agency, for say 1500 ordinary labourers, and who would find immediate and continuous employment—Summer and Winter—as I am assured by Railway contractors and others, at wages ranging from 4s. 2d., to 6s. 3d., stg. per day.

"Stone Masons and quarrymen are also much needed and could earn from 8s. 4d., to 12s. 6d. stg. per day.

"Farm servants, men and boys, would also find ready employment at remunerative wages with or without board in the farmer's family, while the servant girl "famine" rages here with fury equal to that of any other part of the Dominion.

"Labourers accustomed to load ships, Millmen, Fishermen and in fact nearly every kind of labour is much required.

"Farm hands without board, earn from £50 to £60 stg. per annum, but this mode of hiring does not prevail. The more usual method being to hire with board and lodging where the rate of wages, ranges from £30. to £35. stg. per annum. If only hired for the Summer months higher rates are paid and during the winter there is abundance of employment in the woods, an employment which appears to have peculiar fascinations, as those who once take to it do not like to leave it.

"Labourers on Ship board, are paid according to the work they are able to do, and the amount of shipping

repairs of rolling stock on the various Railways now under construction.

"Joiners, Bricklayers, and Brickmakers, shoemakers, and Tailors, were required and all found ready employment on arrival.

"For the emigrant of next season the prospect in this Dominion is very encouraging. It is no exaggeration to state that an almost unlimited number of farm laborers, ploughmen, farmers, and female servants will find immediate employment at high wages, whilst the marked development of the trade and manufactures of the country warrants the conclusion that mechanics generally will be in demand.

"Large numbers of Railway laborers, stonecutters and masons will find constant employment at good wages, many thousands of the former being required to complete the roads now being constructed.

"The new sheds at Point Lewis will be ready in the spring, which will add much to the comfort and convenience of Immigrants, from time of landing until their departure for their various destinations."

MONTREAL.

Mr. John J. Daley, the Government Agent at Montreal, states:—

"1st. The number of Immigrants, who have come immediately under my notice, or who have applied to me for advice and assistance, is Eighteen Hundred and Sixty-six (1866)—they have been disposed of thus, in brief:

Sent to Eastern Townships.....	251
Central Canada.....	861
Western Canada.....	604
Remained in this City and its immediate vicinity.....	650

1,866

"2nd. My book shows that eight hundred and twenty applicants have recorded their names for servants, &c., mostly domestic. Mechanics have had little or no difficulty in obtaining immediate employment.

"3rd. Wages, &c., paid in this District:

Farm Labourers, £29, £3.6, £3.14 sterling per month.
Females, 10s. 6d., £1, £1.12.—Cooks, £1.4, £2.
Boys for house work, 16s. 6d. to £1.4
Girls do., do., 12s. 6d. to 16s. 6d.
Mechanics per day, 6s. 2d. to 10s. 4d.
Labourers, 3s. 3d. to 4s. 2d.

"4th. Annexed is a list showing as nearly as can be ascertained the prices of common articles, clothing, &c., in this district. The rent of Houses, such as ordinarily required by Immigrants, will be from 16s. 6d. to £1.4 per month.

"5th. The class of Immigrants required at this agency is, domestic servants, male and (more especially female, good common labourers, and mechanics, and industrious labouring men; clerks and professional men are not required; farm hands, male or female will find immediate engagements at remunerative, wages, and soon place themselves in positions of credit and respectability."

PROVISIONS. Sterling.

Bread, best white, 7½d. for 4 lbs.; Brown, 9d. for 4 lbs.
Beef, 6d.; Mutton, 6d.; Veal, 6d.; Pork 5d.
Beer, (per quart) 6d.
Cheese, 6d.
Coffee, 10d. to 1s.
Eggs, 1s. to 1s. 3d. in winter.
Flour, (per barrel) 1st quality, £1.6 to £1.10.
Milk, (per quart) 4d.
Potatoes, (per bushel) 2s.
Rice, (per lb.) 2½d.
Sugar, brown, 4d to 6d.
Tea, 1s. 8d. to 3s.
Tobacco, 1s. to 2s. 6d.

CLOTHING, &c.

Coats, 16s. to £3.
Trowsers, do 6s. to £1.
Vests, do 3s. to 10s. 4d.
Shirts, Flannel, 5s. 2d. to 9s. 3d.
Do Cotton, 5s. 2d. to 12s. 6d.
Hats, Felt, 3s.
Socks, Worsted, 1s. to 3s.
Do Cotton, 6d. to 3s.
Blankets, 12s. 6d. to £1.5.
Rugs, 4s. 2d. to 8s. 4d.
Flannel, 1s. to 1s. 8d.
Canadian Cloth, 4s. 2d. to 7s.
Shoes, Men's, 6s. 3d. to 8s. 4d.; Women's,
Boots, do, 4s. 2d. to 12s. 6d.; Women's, 4s. to 12s. 6d.

LOCAL GOVERNMENT AGENTS.

The Agents of the local Government of the Province of Quebec state that applications for the following number and class of persons were received by them during the year 1871:

Butchers.....	20	Tanners.....	15
Bookbinders.....	17	Tinsmiths.....	36
Workers in brass.....	125	Wheelwrights.....	45
Blacksmiths.....	52	Male Servants.....	106
Carpenters.....	206	Bricklayers.....	216
Cabinet Makers.....	54	Workers in Iron.....	120
Engineers.....	41	Coppersmiths.....	184
Female servants.....	2,688	Boys and Girls, from 12 to 16 years of age.....	506
Grooms.....	65	Working Jewellers.....	15
Gardeners.....	142		

Blacksmiths.....	11	6	17
Shoemakers.....	25	44	69
Masons.....	48	105	153
Bricklayers.....	20	114	134
Tailors.....	16	23	39
Wagon Makers, Wheelwrights.....	2	6	6
Coopers.....	1	1	3
Brickmakers.....	36	6	36
Cabinet Makers.....	2	2	2
Walter Boys.....	43	43	43
Millers.....	1	5	6
	1,294	3,519	4,813

The demand for labour skilled and unskilled was very large. A much larger number of immigrants might have been placed by me, and rates of wages never were better, both in the city and surrounding country.

"Agricultural labourers have been in great request throughout the whole Ottawa Valley, and I am sorry I have not been in a position to furnish more than a partial supply to fill the many orders which I received from the farming community. The Ottawa Country is yearly increasing in its proportions and it requires a steady annual importation of new material to meet the requirements of Agricultural labor.

"The inducements in the future to immigrants of the agricultural class, offered in the Ottawa Country, are manifold and there can be no difficulty in disposing of a large number. Their services are needed and they can confidently rely upon procuring employment on reaching Ottawa. The openings in every direction are such, that there need be no hesitation in those skilled in Agricultural pursuits making this neighborhood their home. All up the Ottawa Valley, labor was never so dear, as at times, during last harvest. In many places it could not be had at any price.

"Domestic servants are most difficult to be had, many of our young women prefer working in factories, tailors shops, millinery shops, and other places, where they obtain suitable work, and a much higher rate of wages. Factories particularly, employ immense numbers of women, and as such establishments are springing up in every part of the Country, their demands upon the ranks of servant girls, are almost exhaustive. Notwithstanding the high rate of wages offered and given in this neighborhood, for domestic servants, the want still exists. A suitable class of females accustomed to the general duties of house service, would at all times meet with ready employment in the City. The surrounding County also requires a large number of females with a knowledge of plain cooking, laundry and dairy work.

"With regard to mechanics, say Carpenters, Masons, Stone Cutters, Bricklayers, Brickmakers and Painters, a much larger number could have been provided with employment in this City. The demand for every kind of building mechanics was large, and the rates of wages paid for their services never ruled so high.

"At the present moment there are few countries in the world that have such good reason to be grateful for general, social and commercial prosperity as the Dominion of Canada, while one of the most abundant harvests that has ever rewarded the industry of Canadian farmers has just been gathered in.

"List of prices of the ordinary articles of food required by working men;

	sterling.
	£ s d
Bread 4 lb loaf, - - - - -	0 6 0
Butter per lb., salt, - - - - -	0 0 10
Beef per lhd 100 lbs - - - - -	1 6 8
Chosse per lb - - - - -	0 0 7 1/2
Coffee per lb - - - - -	0 1 3
Mutton per lb - - - - -	0 0 4
Pork per 100 lbs - - - - -	1 6 8
Potatoes per bushel of 60 lbs - - - - -	0 1 0
Sugar, brown, per lb - - - - -	0 0 5
Tea per lb - - - - -	0 2 6

"Return of the average wages paid laborers, mechanics, &c.:

Blacksmiths - - - - -	per day	0 6 2
Bakers - - - - -	do	0 5 5
Brickmakers - - - - -	do	0 6 2
Bricklayers masons, &c - - - - -	do	1 1 4
Carpenters - - - - -	do	0 7 3
Cabinetmakers - - - - -	do	0 7 3
Farm laborers with board, - - - - -	per month	2 13 6
Common laborers - - - - -	per day	0 5 2
Painters - - - - -	do	0 7 3
Plasterers - - - - -	do	0 7 3
Stone cutters - - - - -	do	0 11 4
Wheelwrights - - - - -	do	0 6 2
Servant maids - - - - -	per month	1 0 6
Printers - - - - -	per diem	0 6 8
Millwrights - - - - -	do	0 8 4
Shoemakers } work by the job, earn		
Tailors } about - - - - -	per day	0 7 3

KINGSTON (ONTARIO).

Mr. R. Macpherson, the Dominion Agent at Kingston, states:—

"In regard to the number of immigrants applied for

Car Builders ".....	0 5 10	0 8 4
Carpenters ".....	0 5 0	0 6 3
Cabinet makers ".....	0 5 2	9 6 3
Farm labourers (skilled with board per month).....	3 0 0	4 0 0
Farm labourers (Ordinary do. do. do.).....	2 0 0	3 0 0
Female Servants, with board, do.....	0 16 0	1 4 0
Labourers per day.....	0 3 8	0 5 0
Masons ".....	0 8 4	0 2 4
Millwrights ".....	0 6 3	0 8 4
Moulders ".....	0 6 3	0 8 4
Mechanists ".....	0 6 3	0 8 4
Painters ".....	0 5 2	0 6 8
Plasterers ".....	0 6 6	0 8 4
Plumbers ".....	0 5 2	0 6 3
Surveyors ".....	0 5 2	0 6 3
Shoemakers ".....	0 4 2	0 6 3
Shipwrights ".....	0 5 2	0 6 3
Stonecutters ".....	0 8 4	0 10 4
Tailors ".....	0 5 2	0 6 3
Tinsmiths ".....	0 4 2	0 6 3
Wheelwrights ".....	0 5 0	0 5 10
Tanners ".....	0 4 2	0 6 3

TORONTO—(ONTARIO.)

Mr. John A. Donaldson, the Dominion Agent at Toronto, states:

"1st. The number of immigrants arrived at this Agency during the season is 11,185, who were distributed throughout Ontario generally, via the various lines of railway, steamboats and private conveyances. A large number were called for by farmers at the depot on their arrival.

"2nd. The applications from the various municipalities are not as numerous as heretofore in consequence of the large number of unskilled laborers that were sent from the east end of London last year and the year before. However the number applied for foot up: farm laborers 3,236, mechanics 1,177, and domestic servants 1,570. A much larger number of mechanics than would meet this small demand were absorbed in the various towns and cities from which but few applications were made municipally. The number of applications on our Registry Book and by letter will amount to 2,500. In addition to this a large number were taken away from the depot immediately on their arrival by farmers and others requiring their services.

"From the contractors on the various lines of railway now in course of construction we had, applications for over 5,000 navvies and other 3000 hands required for drainage works in the western part of Ontario.

"Only a portion of those we were able to supply. The demand for female servants in addition to those asked for in the municipalities is very great, both in the cities, towns and villages. Any number will find ready employment, as well as youths from 14 to 18 years of age.

"3rd. Wages for farm laborers from £2 8s 0d to £3 5s 0d per month with board. Navvies on the railway works and on the drainage works \$1 1/2 per day without board. Board however could be had 8s 4d stg. per week.

"Mechanics wages from 6s 3d to 10s 4d per diem without board.

"But in many instances they can make much more than this by working piece work.

"House rents, such as emigrants generally occupy, vary from 8s 4d to £1 and up to £2 per month according to the accommodation they have and the part of the city they live in.

"I can safely add that the demand for all kinds of labor has not been so great in many years and at this moment, notwithstanding the large number that have come into this country, I am not aware of a single individual out of employment, indeed at the close of the season we could have placed at least 2000 hands on the railway works at \$1 1/2 per day for the next 18 months to come.

"With provisions cheap as they are, beef, mutton and pork at from 2d to 3d per lb., and with fair wages, no intending emigrant need hesitate in making Canada his home. The country has not been in so prosperous a state for the last quarter of a century."

HAMILTON, ONTARIO.

Mr. R. H. Rae, the Dominion Agent at Hamilton, states:

"The emigration at this Port, the present season is satisfactory, and never within the writer's recollection has there been so great a scarcity of Agricultural laborers, and were it not for the substitution of machinery it would have been impossible to secure the crops.

"It is a matter of wonder that more of the agricultural classes of Europe do not emigrate, for certain it is that wages are higher here, and the chances of succeeding much better. The intending emigrant has not only to look at the higher rate of remuneration to be paid for his labor, but he has before him the prospect of becoming in a few years an owner of the soil. Were there nothing but the certainty of obtaining higher rates of wages that would hardly be sufficient to warrant one

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 Dominion Agent

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is extending, and trade and manufacturing industry are increasing every year. Yet the returns of the Poor Law Commissioners tell us that one out of every twenty-three in England and Wales is a pauper, so that all this evidence of increasing national wealth means nothing more than that the rich are getting richer and the poor are getting poorer every day.

It is clear that the means for the profitable employment of the people of England does not keep pace with the increase of its population, or this poverty would not exist; and it is also clear that the great mass of them have no more knowledge of their Colonial Empire and its vast undeveloped resources than they have of the planets, or thousands would emigrate, and thereby assist to settle a question which their statesmen are either unwilling or unable to grapple with.

How very few of them are aware that the British possessions in North America contain 390,000 square miles, more than the entire area of the United States. It is true a large portion of it is sterile and unfit for human habitation; but so is a great part of the United States. After making due allowance there is good land available for cultivation in British America with varied resources, sufficient to sustain more than 150,000,000 of a population. This immense territory of 3,389,344 square miles comprises the Colonies of Newfoundland, Prince Edward Island, and the Dominion of Canada, which includes Upper and Lower Canada, now called the Provinces of Ontario and Quebec. The Provinces of New Brunswick and Nova Scotia, the new Province of Manitoba, and the great North West Territory, British Columbia and Vancouver's Island, thus extending from the Atlantic to the Pacific oceans, a distance of 3,400 miles.

The climate of this vast country is hotter in the summer and colder in the winter than western Europe, but it is healthy and favourable to the growth of a hardy and industrious population, which, although at present under four millions, has laid the foundation, under shelter of the British flag, of another great North American confederation where people lightly taxed live happily and contented on land which they can call their own, and under just and equal laws, honestly and fairly administered.

The progress in wealth which those people have made in two or three generations is astonishing, when we bear in mind that they had vast forests to clear away and nothing to commence with but stout hearts and willing hands. The soil not long since covered with trees and brush now annually yields about \$200,000,000 worth agricultural produce; and over \$30,000,000 worth of timber is yearly drawn from her immense forest. But her great mineral wealth of coal, iron, copper, lead, &c., is scarcely developed for want of capital and labour.

This Dominion lying between two oceans on the north of the great lakes, and on both banks of the mighty River St. Lawrence, with a good canal system, and 3,000 miles of railway, has wonderful facilities for trade and commerce; which already reach the sum of \$148,387,820 a year, while her mercantile marine of 7,591 vessels, and 11,415,870 aggregate tonnage, is the fourth largest in the world. Her fisheries, which employ 15,000 vessels and boats, and 75,000 men and boys, are the richest on the Atlantic borders, and yield from ten to twelve

American Union, and the fertile North West Territory of the Canadian Dominion.

The Province of Ontario, which was chiefly settled by people from the British Isles, has an area quite as large as England, and a soil as fertile, with only one-tenth the inhabitants, is perhaps the finest agricultural country on the American continent. Many of the farms are in the highest state of cultivation, and I believe you will find more people in comfortable circumstances in proportion to the population, than you will find in any other country.

In addition to its agriculture, various other industries are springing up, and all over the Province new villages and towns are rising and the old ones are fast extending. There was not a tree cut down in 1827 on the site of the handsome city of London, which has now 15,826 inhabitants. Hamilton, which in 1836, had only 2,834 inhabitants, has now over 26,716, and Toronto, the capital, beautifully situated on Lake Ontario, which had only a population of 14,249 in 1841, has now over 56,092. Many of the old inhabitants remember when Toronto (formerly York) consisted of a few frame buildings and log cabins in a swamp; but now with its beautiful streets of brick and stone houses; its churches, universities, and elegant public buildings, it is styled the "Queen City of the West."

A large part of the land on which the city of Ottawa, now the capital of the Dominion is built, was reluctantly accepted some 50 years ago, by a poor labouring man, in part payment of a debt has now a population of 21,545.

In fact, the rapid growth and increase of wealth in Canada is quite apparent to any person who resides there even for a limited time, and during the last few years there has been an unprecedented demand for all kinds of labour, more especially agriculturists, at from \$12 to \$16 per month, and their board, all the year around; and female servants at from \$5 to \$8 a month and board. Any number of labourers to work on railroads and other public works, could get employment at \$1 1/4 a day, and many thousands of this description of workers will be sure to find work in Canada for long years to come, for there are millions of acres of land in both Provinces belonging to the Governments, to companies and other proprietors, which are not yet taken up; and scarcely one-fourth of the land taken up is brought under cultivation.

Small farmers, with some capital, can readily find land to clear in any part of Canada; or farms to purchase in part or entirely cleared. But persons of that class who come here will act wisely if they put their money in the Bank immediately after landing, and go to work and learn the nature of the land and the ways of the country before locating or making a purchase.

Building artizans have no difficulty in finding employment any where they turn in Canada, at from \$1.50 to \$2 per day for inside trades, carpenters, plasterers, painters, &c., and from \$2 1/2 to \$3, outside trades, masons, stone cutters, bricklayers, &c. At present stone-cutters get \$3 1/2 a day, and good joiners \$2 1/4 a day, at Ottawa. Board (meat at every meal) and lodgings can be had for \$3 1/2 a week. But clothing, except in shoes, is 25 per cent dearer than in England.

I have met many old mates here who say that

Owing to these various industries, any man able and willing to work at some useful occupation, can find plenty to do in Canada, and all the readier, if like the Yankee he can turn his hand to anything.

And now I will state after a residence of 18 months in Canada, during which time I have visited almost every part of it, that I am convinced it is a good place for a workingman, with plenty room for industry, a fertile soil, a healthy climate, good laws, justly administered, and as much liberty as the most rabid Radical could desire. The man who cannot live comfortable there by his labor, will find it difficult to do so in any other country.

THOS. CONNOLLY,
Stone-mason.

Ottawa, October, 1871.

A FEW FACTS RELATING TO CLIMATES IN CONNECTION WITH IMMIGRATION.

BY J. BEAUFORT HURLBERT, M.A., LL.D., AUTHOR OF
BRITAIN AND HER COLONIES, FORESTS OF CANADA, &c.

The latitude of the central parts of England, is 54° ; that of London $51^{\circ} 31'$; of Liverpool $52^{\circ} 25'$; Edinburgh $55^{\circ} 57'$; of the Northern part of Prussia 54° ; the Capital of Prussia $52^{\circ} 45'$; the Capital of Sweden $59^{\circ} 21'$; the southern part of Sweden 55° .

The central parts of Illinois, Indiana and Ohio, and the northern part of Missouri, are in latitude 40° , the same as Palestine and Independent Tartary. Kansas and New Mexico lie in the same latitude and position as Persia, in which there are such fearful droughts.

Emigrants, therefore, in going from the central counties of England, Denmark, Northern Prussia or from the South of Sweden to Central Illinois, Missouri or Indiana, must go fourteen degrees, or nearly one thousand miles due south, and make the same change in climate as they would were they to migrate to Palestine, Independent Tartary or Persia; that is, they must go from a climate of comparatively cool summers with a humid atmosphere to one of intense heat and severe droughts. Those who migrate from the North of England, from Scotland, Norway or Sweden, to Kansas, Central Missouri or Southern Illinois, must undergo a still greater change of climate, necessitating an almost entire change of agriculture, for they must give up, as their staples, the grains, pastures and meadows, with their accompanying herds and flocks.

The summer temperatures of England are from 60° to 62° ; those of Central Illinois, Missouri and Kansas, 75° to 78° . London (the summer months, from July to August) has 61° ; Liverpool $57^{\circ} 6'$; Edinburgh $57^{\circ} 1'$; Dublin 60° ; the Central Counties of England 62° ; the Northern Provinces of Prussia 62° ; the Central 63° ; Berlin $64^{\circ} 5'$; Denmark (Central) $62^{\circ} 7'$; but the Central part of Illinois 75° ; Kansas and Missouri higher still— 77° to 78° .

These latter temperatures are 15° to 18° higher than those of England and the Northern Provinces of Prussia, and at least 10° to 15° higher than the best climates for the grains and grasses.

But high temperatures and a burning sun are not the only enemies with which the emigrant, going so far south, has to contend. The want of rain is another and even more grievous

Mackenzie rivers, for more than seven hundred miles north of the United States' boundary, wheat has been grown, yielding a far more abundant return than the best portions of the Republic; and where wheat ripens in such positions we have the best climates for the coarser grains, grasses and root crops. Barley, the grasses, and many root crops, grow twelve hundred miles north of the boundary. These plants are the fruits of the summer rains and summer temperatures of from 58° to 70° of Fahrenheit. The significance of the facts here stated—the high latitudes to which these plants go—is the proof they give of the immense agricultural countries in the interior of the continent north of the 49th parallel.

South of these fertile regions and west of the 98th meridian, these plants either fail entirely or succeed but imperfectly, from climatic defects—chiefly from a deficiency or entire absence of rain during the agricultural months, accompanied with high summer temperatures; and over the States lying immediately east of these desert areas, the summer heat is too great for the profitable growth of these products, and the rain still deficient, or rendered insufficient through high temperatures and rapid evaporation.

The most southern part of Canada is on the same parallel as Rome in Italy, Corsica in the Mediterranean, and the northern part of Spain,—farther south than France, Lombardy, Venice or Genoa. The northern shores of Lake Huron are in the latitude of central France, and vast territories not yet surveyed, embracing many million acres of land of good quality lie south of the parallel of the northern shores of Lake Huron, where the climates are favourable for all the great staples of the temperate zones.

The objection to the comparison of latitudes between Canada and the Southern parts of Europe, on account of the difference of climates in the two countries, the writer has shown in another place to have no weight in this connection, as the southern part of Canada is really a better agricultural country than corresponding latitudes in Italy and France.

The space given us here will allow of only a few facts illustrative of what has been said.

Canada produces far more wheat, barley, peas and oats to the acre than any part of the United States, (we found this statement upon the results as given in the census of the two countries for the last twenty-five to thirty years.) The most Northern States approach nearest to Canada in the production of these staples. But even to a greater extent for pastures and meadows, and as a grazing country, does Canada excel the Republic.

We quote chiefly from Mr. Marshall's recent (1871) work on Canada, because his opinions are those of a well informed stranger, and one who tells us that he entered Canada without prepossessions in its favour, meaning, as we infer, that he was prepossessed unfavourably towards the country, having come into it through the States, and, like most Englishmen, received his first impressions of Canada both before he left England and afterwards, from Americans.

Mr. Marshall visited an agricultural show which represented only the country around London (Ontario). Of this he says:

The fine display of produce surprised me. Wheat, barley, oats and other cereals were well represented. Maize shows excellent samples. The roots and vegetables were surpris-

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1. The danger of so great a change in climate as that from the moist cool summers of Northern and North-western Europe, to the arid burning summers of those central regions of the continent.

2. The almost entire change in the farming operations in climates so different. The farmer in going from Northern and Northwest Europe to those parts of the States named, must give up, as staples, his grains, grasses, herds and flocks. We should except Minnesota and Wisconsin amongst the new States; still they are quite inferior to either old Canada, the Maritime Provinces, or Manitoba.

3. A country, like the Western Prairies, which will not, through severe drought, dry atmosphere and great evaporation, produce trees, cannot be favourable to fruit trees; and experiment has confirmed this. For it must be borne in mind that the absence of forests is caused by climatic defects—the want or deficiency of rain. That fires may keep down trees which would otherwise grow in certain districts near rivers or on soils retentive of moisture, I do not deny. But such cases are exceptional and local. The writer has discussed this question fully in another place.

4. The great manufactures, and the chief commerce, are, in Europe, in the higher temperate zones. The climates in lower latitudes, are too enervating for the continuous labour necessary in great industrial pursuits—such prolific sources of wealth in the cooler regions of the earth.

5. A man in changing his country should have some ambition, nay, should feel that it is his duty, to plant his family in a climate, where they may become a vigorous and healthy race; and such races are found pre-eminently in the zones of the wheat and grasses,—in the natural homes of the ox, the sheep and horse. Northern races deteriorate in hot climates.

QUEBEC TO BRITISH COLUMBIA.

Fare from Quebec, via Pacific Railway, to Victoria, Vancouver Island, 1st class £31 11s. 0d. stg.; 2nd class £14 1s. 6d. stg.

CANADIAN
NAVIGATION COMPANY.
Rates of FARES for IMMIGRANTS by Steamboat
FROM QUEBEC.

SEASON OF 1872.

	Dollars.	Cents.	Sterling. s. d.
To Beauharnois Canal.....	1	50	6.3
" Cornwall.....	1	75	7.3
" Prescott.....	2	25	9.4
" Brockville.....	2	25	9.4
" Gananoque.....	2	50	10.4
" Kingston.....	2	50	10.4
" Cobourg.....	3	50	14.6
" Port Hope.....	3	50	14.6
" Bowmanville.....	3	75	15.7
" Toronto.....	4	00	16.3
" Hamilton.....	4	00	16.3

N.B.—The Fare from MONTREAL is one dollar or 4s.2d sterling, less than from Quebec.

V. PEASE,

CANADIAN TEMPERANCE HOUSE,

FOR EMIGRANTS,

No. 17 UNION STREET,

Within three minutes walk of the Steamship Offices,
and place of embarkation,

LIVERPOOL.

Mr. PEASE affords every information respecting the
embarkation of passengers, and sailing of the Canadian
Mail Steamers.

Sault St. Marie.....	Lake Superior.....	500	1	17	0	2	7	0	4	2
Shannonville.....	Hastings.....	383	1	14	0	0	17	6	1	0
SHERBROOKE.....	Sherbrooke.....	120	0	12	0	0	6	6	1	0
Smith's Falls.....	Lanark.....	319	1	8	0	0	15	0	1	6
St. Catharines.....	Lincoln.....	560	2	14	0	1	7	0	1	6
STRATFORD.....	Oxford.....	580	2	12	6	1	7	0	3	1
Suspension Bridge	Welland.....	584	2	14	0	1	7	0	3	1
Thamesville.....	Kent.....	66	3	2	6	1	13	0	3	1
Thornhill.....	York.....	512	2	5	0	1	2	6	2	1
TORONTO.....	York.....	504	2	5	0	1	0	6	1	0
Trenton.....	Northumbri.....	400	1	12	0	1	12	0	1	0
Wardsville.....	Kent.....	653	3	1	2	1	12	0	3	1
Whitby.....	Ontario.....	478	2	5	2	1	0	6	1	0
Williamsburg.....	Dundas.....	200	1	1	8	0	10	7	1	0
Windsor.....	Essex.....	732	3	4	6	1	13	0	8	1
Woodstock.....	Oxford.....	587	2	13	6	1	8	0	3	1

"ALLAN" LINE

SHORTEST SEA PASSAGE TO CANADA!

THE MONTREAL OCEAN STEAMSHIP CO.

Full powered, Clyde built, Royal Mail Steamers,

SAIL AS FOLLOWS:

LIVERPOOL TO QUEBEC AND MONTREAL

Every TUESDAY and THURSDAY, calling at LONDONDERRY (Ireland), the following day.

These are the most eligible Routes for Canada, combining the advantages of the shortest sea passage with speedy inland conveyance.

LIVERPOOL TO HALIFAX, NOVA SCOTIA, every alternate TUESDAY, calling at QUEENSTOWN on WEDNESDAY to embark Passengers and Mails.

This is the direct Mail Route for Nova Scotia, New Brunswick, and Prince Edward's Island.

GLASGOW TO QUEBEC AND MONTREAL,
EVERY TUESDAY.

FREIGHT AT THE VERY LOWEST TERMS.
CABIN PASSAGE—INCLUDING EVERY LUXURY.
GLASGOW TO QUEBEC, 13 Guineas.

STERAGE PASSAGE—including a plentiful supply of excellent Provisions cooked and served up by the Company's Stewards, to QUEBEC, HALIFAX, or ST. JOHN'S, Six Guineas (£8 8s.), MONTREAL, £6 10s.

INTERMEDIATE PASSAGE—Limited number taken. Dining apart from Steerage. Beds, bedding and all necessary utensils provided. £3 3s. extra.

RETURN TICKETS at Reduced Rates.
Every Steamer carries Surgeon and Stewardess. No Steward's Fees. Baggage taken from the Steamer to the Railway Cars FREE OF EXPENSE. Drafts issued without charge.

GOODS AND PASSENGERS are booked by quickest route and the very lowest THROUGH RATES to Toronto, Hamilton, Ottawa, London, St. Catharines, Kingston, Goderich, Collingwood, St. John's, Charlottetown, Sarnia, St. Andrews, St. Stephen, and to all Stations in Canada by the Grand Trunk Railway and in its connections; and also by the Pacific Railroad and Mail Steamers, to the principal places in Vancouver Island or British Columbia.

RATES FOR HALIFAX VIA QUEENSTOWN.

Chief Cabin.....	£18	18	0
Second Cabin.....	15	15	0
INTERMEDIATE TO HALIFAX OR ST. JOHN, N.B.	£9	9	0
Adults over eight years.....	4	14	0
Children from one to eight years.....	4	14	0
Infants under one Year.....	1	1	6
STERAGE TO HALIFAX OR ST. JOHN, N.B.	£8	6	0
Adults over eight years.....	3	3	0
Children from one to eight years.....	3	3	0
Infants under one year.....	1	1	6

Passengers for St. John, N. B., are forwarded thus: Liverpool to Halifax, Halifax to Annapolis by Rail, Annapolis to St. John by steamer.

Apply in Montreal and Portland, to HUGH and ANDREW ALLAN; in Quebec, to ALLANS, RAE, & Co.; in Glasgow to JAMES and ALEXANDER ALLAN, 70, Great Clyde Street.

ALLAN BROTHERS & CO.,
Alexandra Buildings, James St., Liverpool,
and 85 Foyle St., Londonderry!

TEMPERLEY'S LINE OF CANADA

THE FINE POWERFUL STEAMSHIPS OF THIS Line will leave London throughout the season every alternate THURSDAY, calling at Plymouth, to embark passengers. Passengers are landed at Quebec and can book in London or Plymouth by the Grand Trunk Railway line, to all important places in Canada. Cabin fare, according to accommodation. The Steerage fare is six guineas for each adult. Temperley's, Carter & Darke, 3 White Lion Court, Cornhill, are the Brokers in London, Messrs. Wilcocks & Wickers, are the Agents in Plymouth. Messrs. Ross & Co., are the Agents at Quebec; and Mr. David Shaw, at Montreal.

